CAR Busters

N°18

Hanging with David Černý

World Carfree Day

Building Carfree Housing

Autostop

Futurism

Critical Mass Debate

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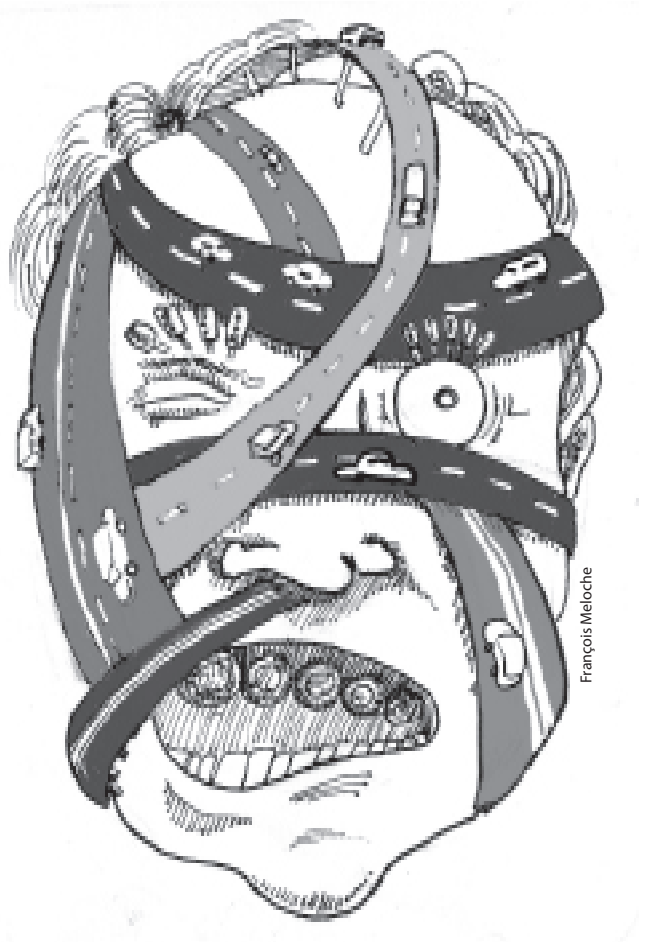
PLUS: WORLD NEWS • ACTION! • RESOURCES • LETTERS • MORE!

CAR Bust-



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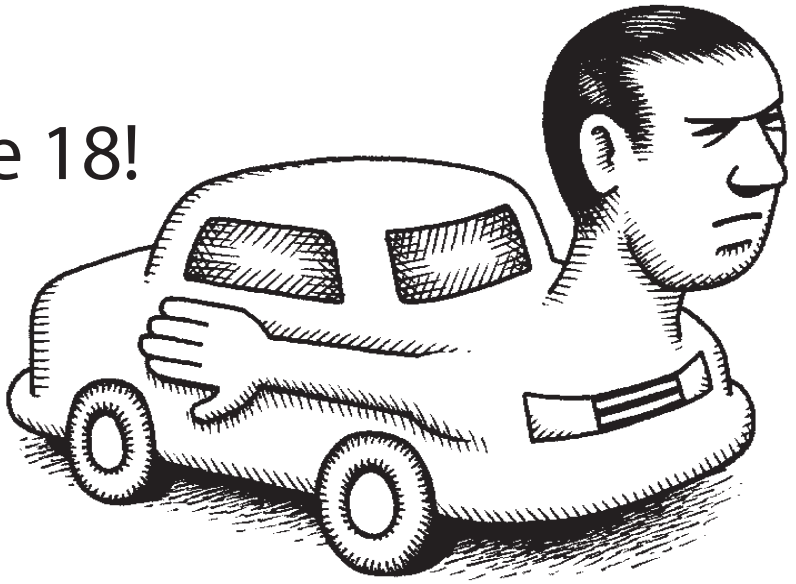
Front cover: Sculpture by David Èerný. Photo and layout by Tanja Eskola.

Back cover: Much the same as the front cover, only...

Dear Readers...

Welcome to Issue 18!

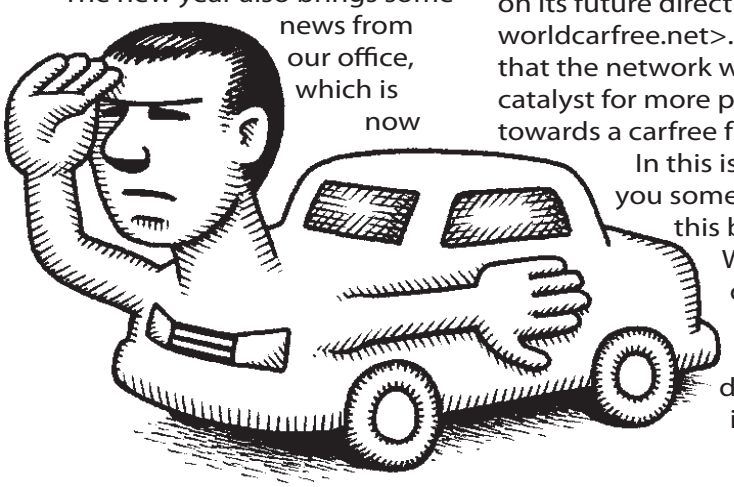


As the year comes to an end and much of the world gears up to celebrate the birth of possibly the only person more famous than the Beatles by going on a binge of consumer spending sure to send economists into ecstasy, along comes Car Busters to bring some sanity to the chaos.

What better way to enjoy a nice winter day (or summer, if you're in the antipodes), than to curl up by the fire (or on the beach) with this blessed text, and dream of a brighter future. Yes, a future in which we can breathe free, in which our streets sprout grass and trees, where the noise echoing through our cities is that of children playing, not of cars honking. Dreams of landscapes blooming with green cities instead of sprawling conglomerations soaked in smog, covered in soot, and choked with traffic.

This is what I am wishing for this Christmas. You may base your own wishes on whatever religious philosophy/cultural tradition you happen to observe.

The new year also brings some news from our office, which is now overflowing with eager, dedicated volunteers and staff. After many troubles with the Czech visa authorities, our new volunteer Tanja Eskola has joined us, thanks to the generous support of the European Voluntary Service programme. Also joining us through the EVS is Roeland Kuijper, who will be mostly working on planning the next Ecotopia Biketour (see below).



The development of the World Carfree Network continues, with the first meeting to be held at the Towards Carfree Cities IV conference in Berlin next summer. You can follow the network's development and offer your input on its future direction at <www.worldcarfree.net>. It is our hope that the network will become a catalyst for more people to work towards a carfree future.

In this issue, we bring you some visions of this bright future. We report on visionary carfree housing developments in Europe that prove you can live in a city without a car. We bring a debate on activist techniques – how far can you go in trying to bring about change? Our correspondents from around the world sent in their reports of this year's World Carfree Day, and in many cases the future indeed seems to be on our side.

You can also read about the past – in a profile of, ironically, the Futurist movement. When we came across the Futurist Manifesto recently, we felt it

Ecotopia Biketour 2004

Summary: Annual four-week ride, July 1-31 – mobile community living, workshops, discussion groups, skill sharing, activism with local groups, Critical Mass, vegetarian/vegan food & more!
Route: Starts in Vienna along the Prague-Vienna Greenway, through Prague, then to Towards Carfree Cities IV in Berlin, finishing at the Ecotopia gathering in The Netherlands (www.eyfa.org).

Info: www.thebiketour.net (join the listserve, get contact: KuijperRoeland@seznam.cz

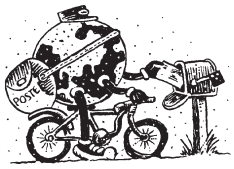
Towards Carfree Cities IV

Berlin, Germany
July 17-22, 2004

Register now:
www.worldcarfree.net/conference

Organised by World Carfree Network with Autofrei Wohnen,

Letters



"Bikes Rule! Cars Drool!" Exclaims Nine-Year-Old Girl

I found a copy of your magazine in a local anarchist bookstore. I am sending in a member-ship, but also, a drawing my nine-year-old daughter did [above].

She asked me if I thought you would like it, and I said I'm sure they would, and maybe you might print it! It shows me (supposedly) on my bike running errands, and two car drivers being typical car drivers – putting on makeup, eating food, etc. Keep on biking!

Annette Ravinsky
Philadelphia, Pennsylvania, USA

Green Car Moonscapes

I was amused to see (in Car Busters #17) the piece on Biodiesel Revolution and Richard Register's Efficient Cars = Sick Cities. Richard's point – making cars better makes them worse – cannot be repeated often enough. A "green" car is a contradiction in terms, but the green label allows drivers to feel "ecological" (same as sorting out their rubbish).

After my book Family Mouse Behind the Wheel came out, I talked to a lot of school children. Ninety-nine out of a hundred thought the evil of cars is pollution or global warming. One out of a hundred (children or adults) understands that cars are literally destroying the Earth, piece by piece, by turning our cityscapes and landscapes into moonscapes. And this is happening now. No need to wait 'til the ice caps melt.

Wolfgang Zuckermann
Avignon, France

Register 95% Cool After All

Car Busters wanted me to edit down a critique I wrote about the tone Richard Register used in relation to what I suppose he referred to as "mainstream environmental groups." He was upset that they were supporting making cars more "efficient," instead of creating environments that made cars unnecessary.

Well, his tone was not diplomatic, which I considered completely unproductive... but now I have thought about it for a few weeks and have decided that Register deserves great admiration for continuing his more or less 95% ~~fucking~~ cool agenda for years even as his enemies and theoretical allies disagreed with him. That someone can be so pissed off – but instead of burning out and quitting or becoming an alcoholic or watering down his shtick he continues, in as much pain as many environmentalists who at best might welcome reform while simultaneously thinkin' "They, they just don't get it!"

That said – and space permitting – I will instead pass on a letter to my fellow mostly grudgingly gentle readers from a car to its newly former owner.

Todd Edelman
Prague, Czech Republic
www.cyklopraha.cz

[Ed. note: Let's just say that space was not permitting.]

Rideshare With Me

Thank you for your comment on <www.carfree.biz>. It would be nice if mass transit, walking and biking were sufficient to serve all our transportation needs. We can not turn back the clock and eliminate small mobile vehicles that can transport us quickly to places impractical to walk or bike. Mass transit is essential for urban areas but too inflexible for individual needs.

Efforts to increase mass transit, implement bike lanes and improve pedestrian safety have been advocated for years. How long are you willing to wait for improvement in mobility?

I developed the concept of organised ridesharing because it can be implemented cheaply and quickly to service the customised requirements of a modern society and do it at a very economical price.

My concept will markedly change urban and transportation planning. It will not construct bike lanes but by reducing traffic it will improve the safety of bikers and pedestrians. If there is a robust organised ridesharing service, accumulated data will help to reduce the cost of transit, which must be publicly subsised, and permit increased service. Poland is in a position to implement this concept before auto-dependency becomes so insidious it will be next to impossible to eliminate.

We must use cars intelligently not try to eliminate them

completely.

Thank you for listing your organisation on my website. Best of luck to you in your efforts.

Dorothy Camer
Carfree.biz

"Less" Versus "Fewer": Grammar Debate Shakes World

I have a suggestion that might help resolve Richard Rosenthal's problem with Car Busters' use of the "One Less Car" slogan: rewrite the slogan in English (Letters, issue #17).

As the April/May issue of the UK Journalist magazine helpfully points out, "few and fewer are used of number; little and less are used of quantity." Hence we have fewer cars and less traffic. "One Fewer Car," although arguably less pleasing on the ear, is correct; "One Less Car" is not. Knocking a car's wing mirror off would indeed mean "Less Car" – but not "One Less Car."

It doesn't do much for our credibility when even our slogans are illiterate!

Colin Howden
Edinburgh, Scotland

[Ed. note: Thanks for writing. To your first point, it seems there's nothing to resolve. Richard Rosenthal (who coined "One Less Car") didn't actually have a problem with Car Busters' use of the slogan. He only said it gave him "real gratification." To your second point, you correctly cite the general rule, which, as generalists, we generally follow. Specialists, however, note that "less" has been used in the sense of "fewer" since the time of King Alfred the Great (who in 888 translated from Boethius: "So with less words, so with more"). Today "less" is still commonly used in that sense, especially informally in the US. But in British English it became so rare that the first edition of the Oxford English Dictionary (1902) gave no citation more recent than 1579 and gave the usage label "Now regarded as incorrect." The second edition of Oxford added two 19th-century citations, and changed the usage label to "Frequently found but generally regarded as incorrect" (without itself endorsing that fact). However, Fowler (in Modern English Usage, 1926) does not even evince awareness that it was popularly supposed to be incorrect. A language usage website we found says "Fowler were he alive would certainly decry the insistence on 'fewer' today as a mere pedantic fetish" (Ouch!) Another usage website says that partisans of "fewer" use "one car fewer" rather than "one fewer car" – both of which, arguably, sound ridiculous. Therefore we'll stick with the informal modern US/archaic British English usage, and the dictionary rules will eventually catch up with those of us in the brave, proud and invincible grammar vanguard.]

Tokyo Sidewalks

Thank you for the magazine. [Below is] a photo of a (fairly) typical sidewalk in my neighbourhood.

Do you offer a prize to the local government that has the best sidewalk in the world? Or the worst?

Ken Allison
Tokyo, Japan

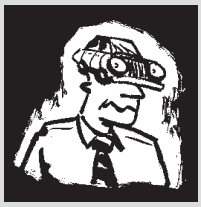
[Ed. note: Looks like a nice neighbourhood, Ken! We like your idea but think that there are so many equally mediocre and equally bad sidewalks that it would become somewhat arbitrary (not to mention tedious) to judge among them. Plus some of us would say "The only good sidewalk is a dead sidewalk" – or at least that the ideal urban walking environment is a network of lively pedestrian streets rather than a pair of concrete strips on the side of the road. Because that's what sidewalks are by definition, it's hard for us to get excited about even the best of them.]

Carfree Day Detractor, in Vain Attempt at Cleverness, Fabricates Implausible Story

I got stuck and couldn't get to work, but after hitching a ride with a friend who used his car anyway I was able to get there. But since I had convinced my employer of the righteousness of Carfree Day we didn't get any materials to process, so the factory effectively shut down for the day. We had a great day at work, let me tell ya!

"Just look how a set of Bumper Nuts turn this ordinary Subaru into an awesome driving machine. Nothing shows that you got a pair [of testicles] like hanging some nuts from your bumper! What is the ultimate accessory to any truck, car, motorcycle or buggy? Bumper Nuts."

- Bumpernuts.com website



CAR CULT REVIEW

Space-Age Face Cream for World's Most Polluted Cities

It's what every girl in Mexico City needs – an anti-pollution face cream designed with the help of a satellite orbiting 500 miles above earth.

The cosmetics giant L'Oréal has teamed up with the European Space Agency to create a set of moisturisers, shampoos and creams designed specifically for the world's most polluted cities.

L'Oréal, owners of the Lancôme, Helena Rubinstein and Garnier brands, will use the world's most sophisticated and powerful monitoring satellite, Envisat – which normally helps combat environmental destruction, watches the ice caps melt and tracks rainforests' disappearance – to monitor the much higher levels of pollution in cities such as London and Los Angeles.

Detailed maps of ozone, carbon monoxide and UV-radition levels could even one day create tailor-made creams for each city.

Eventually a smart generation of cosmetics could adapt to day-by-day fluctuating pollution, says Patricia Pineau, a L'Oréal executive.

- The Independent, August 24

Do Much Driving? It's Written All Over Your Face

When patients come into Dr. Suzanne Kilmer's dermatology office in Sacramento, California, she usually can tell right away whether they've spent their lives primarily as drivers or as passengers.

How? If the left side of the face has more wrinkles, crags and blotches, the patients are drivers. If it's the right side, they're passengers.

That's right. Sitting in traffic day in and day out doesn't just put stress on our hearts and fill our lungs with dangerous fumes. Now experts are saying it also causes our skin to age prematurely, and it may even lead to skin cancer.

The problem is that motorists think their windshields and windows protect them from the sun. That's only partially true. Glass does block out some ultraviolet radiation waves – the so-called UVB radiation – that cause sunburn and lead to squamous cell and basal cell carcinomas. But the other waves, the more ubiquitous UVA rays, are still getting through. And as any dermatologist will tell you, UVA rays aren't exactly harmless.

UVA rays penetrate even more into the skin, damaging deeper tissues and breaking down collagen and elastin, the proteins that give skin its tautness and elasticity. That's why UVA rays are also known as "aging rays."

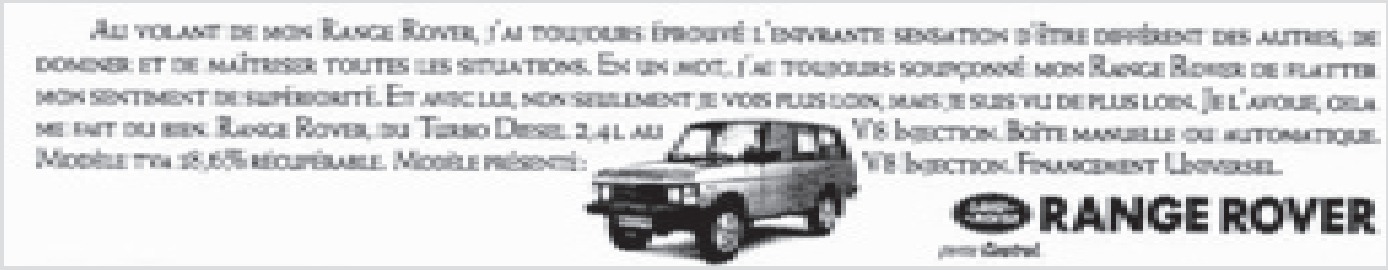
A case in point, Kilmer says, is a 65-year-old patient of hers who spent 40 years driving a school bus. "One side of her face looks like corduroy; the other side looks like a normal 65-year-old woman's," Kilmer says.

How can you protect yourself?

Listen to Your Soul.

You thought it was the soul – the conscience – which makes us human. How naïve! Luddites! The soul is none other than a four-wheeled metal box – an SUV.
"What, an SUV?! That's immoral! That contradicts the meaning of 'soul'!"
Then really, you're living in the past.

advert by Jeep / spoof text adapted from



"At the wheel of my Range Rover, I have always tested the intoxicating feeling of being different from the others, of dominating and being in control of every situation. In a word, I have always suspected my Range Rover of flattering my sense

Dermatologists recommend making sunscreen as routine as putting on your seat belt. Most sunscreens protect the skin against UVB rays – something a car window already takes care of. Instead, dermatologists suggest sunscreens such as titanium dioxide and zinc oxide, which block both types of rays.

Dr. Ann Haas, another Sacramento-area dermatologist, says motorists who are particularly sensitive to the sun may want to think about additional protection.

Companies such as Coolibar and Solumbra, for example, sell sun-protective clothing. Drivers who are worried about brown spots on their hands, for example, can buy gloves that offer protection when grabbing the steering wheel at the sun-prone 10 o'clock and 2 o'clock position.

Another option is a window film called Llumar, which blocks out 99% of both UVA and UVB rays, protecting not only a car's interior, but also a motorist's skin.

"Or they may want to consider commuting in the early morning or early evening when the sun isn't so bad," Haas says.

- Sacramento Bee

Atlanta's Sidewalks are "Auto Recovery Zones"

What are sidewalks for? If you think they are for pedestrians to walk safely, then welcome to Atlanta, where the state Department of Transportation considers them to be "auto recovery zones."

As the DOT sees it, the sidewalk is a buffer, so if a driver veers off the road while talking on his cell phone, he has a chance to yank the car back on the road. This startling piece of information came out when a developer tried to get the DOT's permission to plant trees between his development's sidewalks and the street, to give the walkways a shaded appearance. Absolutely not, the DOT said. If a car hit a tree, one official said, it would surely hurt the car. But if a car roars up on a sidewalk, there's a chance it won't hit any pedestrians.

"It's kind of like asking the question, which is the lesser of two evils? We want to protect the pedestrian, but we want to protect the drivers as well," the official said.

Pedestrian advocates are amazed. "(The DOT) would rather have a pedestrian killed by a car than have a car fender dented," said one.

- Governing Magazine

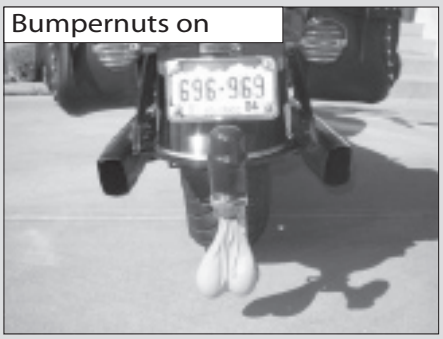
[Footnote: Atlanta is routinely ranked as one of the most dangerous cities in the USA for pedes-trians. In 2001, 64 pedestrians were killed there. Some of them, apparently, were walking on auto recovery zones.]

Putting Your Foot Down (and Leaving It There)

Perhaps Fred Flintstone would have loved a pair given the "joint demands" made on his feet by the stone-age family car, but the recent attempt by MINI and Puma to get a foothold in the niche market is nothing but another exercise in indolence.

The MINI Motion is a sports shoe to be worn in the car. For the autoholic in denial it is the perfect gift. Despite the seeming contradiction MINI says that when

Bumpernuts on



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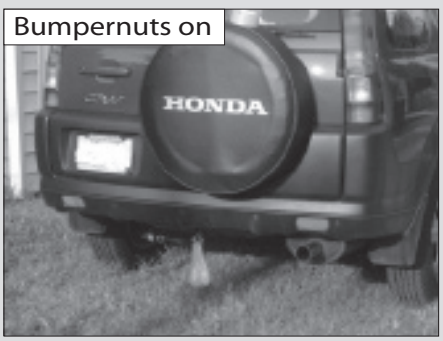


Don't Forget the

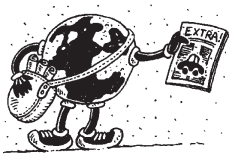
Cars for Lungs?

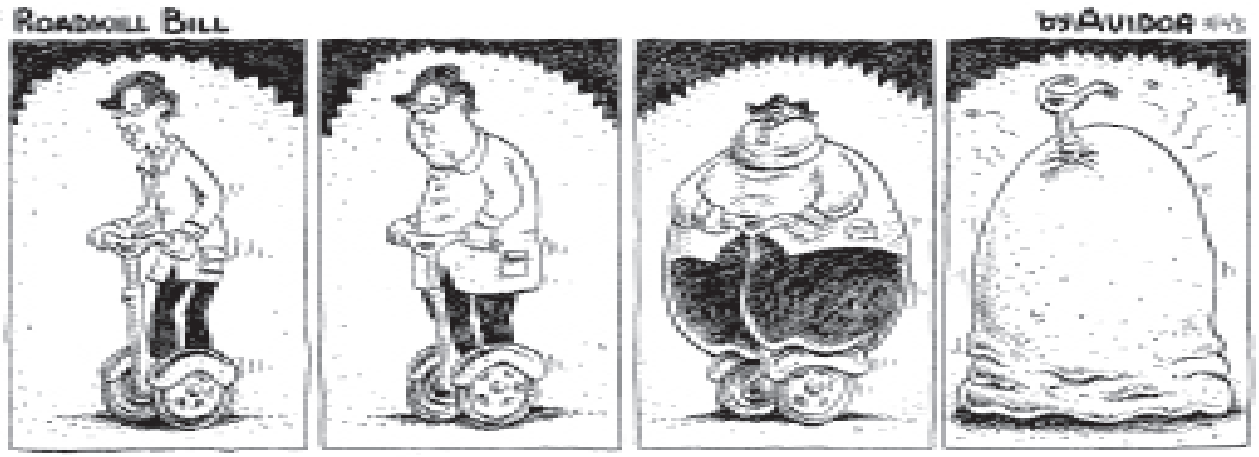
The American Lung Association of Minnesota, which aims "to prevent lung disease and promote lung health," has launched Cars for Lungs, a programme urging Minnesota citizens to donate their old cars to the organisation.

The proceeds go to support the organisation's education, research and advocacy efforts – "84% of all funds raised goes directly to the American Lung Association of Minnesota's programmes that help all of us breathe easier."

One of their five programmes

World News





SUV of the Sidewalks

USA - Faced with an embarrassing factory recall of all 6,000 high-tech scooters it has sold so far, the Manchester, New Hampshire, manufacturer Segway LLC may face a slowdown in its lobbying blitz aimed at legalising its "human transporters" on all the sidewalks of America's states and communities.

The recall alert notes the danger of riders fall- ing off scooters when they try to speed up abruptly when the unit's batteries are mostly depleted.

Nevertheless, inventor Dean Kamen's firm wants clear access to a nation of sidewalks, immediately. So it launched a high-intensity blitz aimed at the 50 state legislatures, hiring influential lobbyists and wowing legislators with demonstrations of its zippy new machines.

The effort has been phenomenally successful – permissive laws in 41 states. Some statutes do allow localities to take exception: San Francisco, banning Segways from sidewalks last January, was the first. Officials, especially in older cities with narrower sidewalks, are leery about collisions between Segways and pedestrians.

The Segway involves a rider standing on a platform, with a high center of gravity, not seated, no restraint system, clipping along fairly rapidly. In rough terms, it is the SUV of the sidewalks. Give it a major bump or swerve and physical law dictates the driver will stay in motion – and may impact anything in his path.

"It's similar to motorised bikes, prohibited from sidewalks almost everywhere. Why should the US$5,000 Segway be allowed to impair common people's safety on sidewalks that are designed for pedestrians to move, talk, stand and enjoy their communities," says safety critic Gary Smith.

Segway also has another inherent problem: more motorisation in a nation already overly motorised. Instead of claiming a miraculous invention and romancing politicos for sidewalk access, the Segway folks would do well to sit down with advocates of the humble bicycle for talks on expanding the special city and rural pathways so abundant in Europe but so sorely lacking here [the US].

- Commondreams.org, Oct. 13

Toll Road Praised

BRITAIN - Britain's first modern-day congestion charging scheme has been declared a success, a year on from its introduction in Durham. The £2 charge was meant to restrict traffic trying to get through the narrow streets around the cathedral and castle, which are a World Heritage Site. The authorities hoped the charge would cut traffic levels by more than half and reduce conflict between cars and pedestrians.

New figures show traffic levels have been reduced by around 85%, exceeding the planners' target, but merchants say the move has hit their profits and has turned some shoppers away. The Freight Transport Association has also criticised the scheme, claiming it hampers access to shops and workplaces. However, according to Durham County Council, 70% of people interviewed are in favour of the charge and pedestrian levels in Saddler Street have increased by 10%.

"It looked as though we were onto a winner within a day or two of introducing the congestion charge and the results of our longer term monitoring, coupled with the awards which the scheme has won, confirm it,"said Council leader Ken Manton.

- BBC News, Oct. 1

The Car is Not The King of Kensington

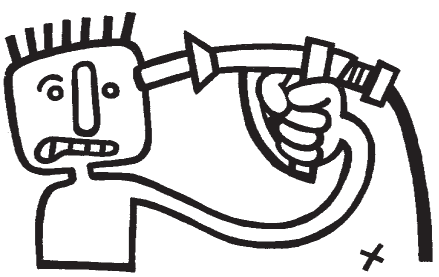
CANADA - Residents pushing a more pedestrian-friendly vision in Kensington Market, a bohemian enclave in Toronto, may get their biggest wish – a totally carfree market.

According to Streets Are for People, research indicates that 40 per cent of merchants are in favour of a carfree Kensington. The city says it's willing to look at the proposal, but on one condition – that at least 50% of

the merchants are in favour.

Opponents of the plan point out that carfree areas have been successful in Europe where the areas are more homogeneous in nature – that is, made up almost entirely of restaurants and bistros. Kensington is more mixed, says one merchant, which makes shutting the area off to car traffic more problematic for shops that rely on customers coming from outside.

The prospect of businesses pulling out raises the issue of gentrification feared by the same people who are pushing pedestrianisation. Any time a neighbourhood or business has been forced to make significant changes – instead of creating change themselves – one of two things happens, says Ron Keeble, a professor of urban planning at Ryerson University. Either businesses fail and get wiped out, or the cultural and more



organic businesses get replaced with things like Starbucks and McDonald's.

In other words, if Kensington is forced to pedestrianise, the very thing that makes it unique – the cultural, grassroots appeal – might be threatened. Says Keeble, "It's the sheer will of the community that will sustain this over time."

- Now Magazine, Oct. 18

Sustainable EU Transport Expansion?

BELGIUM - NGO fears were justified that 200 billion EUR in new Trans-European Network for Transport (TENs-T) construction would get a political green light. On October 1, the European Commission unveiled a proposal to extend the TENs-T to the new EU member states.

The Commission proposal, detailing plans to update regulations governing the TENs-T, provides for road and rail infrastructure projects totalling about 220 billion EUR to be given the go-ahead without thorough scrutiny from an environmental, social and economic perspective, as enshrined in the laws governing EU funding. Instead, the projects will be given a "European interest" seal of approval and simply have to undergo a single transnational assessment.

"Basically a project can get the green light despite a possible negative recommendation from an assessment at a lower level. This is an unacceptable violation of EU rules and a total disregard for the EU citizens' will," explained T&E Project Officer Nicoleta Ion.

"Without a serious assessment that takes into account economic, social, and environmental costs and benefits, we risk repeating errors of the past in relation to infrastructure investment – not only wasting money, but also incurring heavy ecological and social costs that will lead to greater economic burden for future generations," said Andreas Beckmann of WWF.

The Trans-European Network for Transport projects consist largely of proposed major European cross-border rail and road routes.

- The European Federation for Transport and Environment

Oil, Iran and the CIA – 50 Years After

IRAN - This past August marked the 50th anniversary of America's first overthrow of a democratically elected government in the Middle East. In 1953, the CIA and British intelligence orchestrated a coup d'état that toppled Mohammad Mossadegh's democratically elected government in Iran. The aftershocks of the coup are still being felt.

In 1951 Prime Minister Mossadegh roused Britain's ire when he nationalised the oil industry. Mossadegh argued that Iran should begin profiting from its vast oil reserves which had been exclusively controlled by the Anglo-Iranian Oil Company. The company later became known as British Petroleum (BP).

The coup was led by an agent named Kermit Roosevelt, the grandson of President Theodore Roosevelt. The CIA leaned on a young, insecure Shah to issue a decree dismissing Mossadegh as prime minister. Kermit Roosevelt had help from Norman Schwarzkopf's father: Norman Schwarzkopf. The CIA and the British helped to undermine Mossadegh's government through bribery, libel, and orchestrated riots. Agents posing as communists threatened religious leaders, while the US ambassador lied to the prime minister about alleged attacks on American nationals. Some 300 people died in firefights in the streets of Tehran.

Mossadegh was overthrown, sentenced to three years in prison followed by house arrest for life. The crushing of Iran's first democratic government ushered in more than two decades of dictatorship under the Shah, who relied heavily on US aid and arms. The anti-American backlash that toppled the Shah in 1979 shook the whole region and helped spread Islamic militancy.

- Democracy Now!, Aug. 25

Engines Accused of Murder

GERMANY - How dangerous is diesel exhaust? The German car industry is only slowly giving up its opposition to soot filters. German Chancellor Gerhard Schroder said his government is not planning any steps to change laws involving diesel, but the debate is far from over. Though the cheapest form of fuel, diesel is also suspected of murder: it produces soot and particulates suspected of causing circulatory problems and lung cancer.

A solution, however, has long been available: the French company PSA (Peugeot/Citroen) has been offering filters to remove the dangerous particles for four years now. The Federal Environmental Office recently presented a study showing that if all diesel vehicles in Germany carried filters, 14,400 deaths could be prevented.

Action!

Prague, Czech Republic

World Carfree Day actions in Prague saw the continued participation of local organisations Children of the Earth, Cycling and Energy Futures, and, of course, World Carfree Network. Joining these groups was the newly-formed Auto-Mat, which arose from the anger and needs of a few Prague citizens who wanted to use their knowledge and tools – art, activism, experiences, etc. – bring about positive change to the current situation in Prague. Auto-Mat seeks to remind us that there are creative ways to transform our communities into dignified living spaces, free of poisonous emissions, noise and aggressive driving.

As part of European Mobility Week, Auto-Mat helped organise festivities at a local club (following a well-attended Critical Mass). Riders, who were allowed to bring their bikes into the club, were greeted with a mime performance called "The Birth of Auto-Mat." It involved a man in a white suit and helmet morphing from a driver into a cyclist. There were also short films, including a Czech film about a revolt by crash-test dummies and a poetical documentary by filmmaker Martin Marecek about previous Critical Masses that, apart from cyclists, showed art in action – a car with eyelashes knitted from wires.

Although Prague was one of the only European cities to have no official World Carfree Day events, all the other organisations mentioned above took over Wenceslas Square on September 22, distributing information, doing street theatre, and concluding the day with a well-attended march that picked up people as it went along.

- WCN & Automat

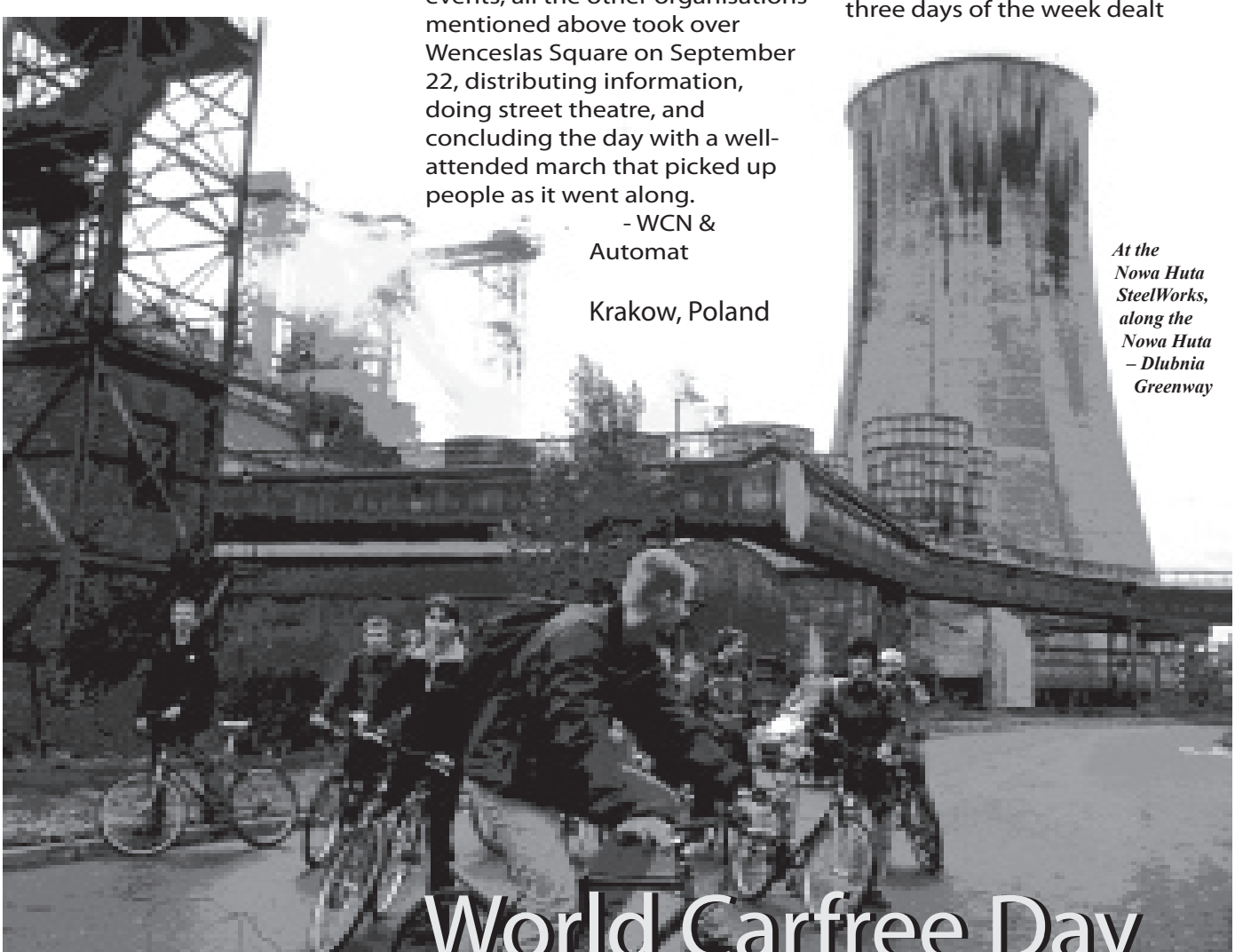
Krakow, Poland

In Krakow, World Carfree Day was celebrated in conjunction with European Mobility Week 2003. The aim was to create a holistic ecological and cultural framework for promoting grassroots action.

Mobility Week activities, taking place between September 16 and 22, also sought to draw attention to the importance of linking together existing public spaces by improving pedestrian and cycling circulation, trails and greenways connections.

The week was organised in partnership with the City of Krakow and more then 30 other governmental institutions, schools, NGOs and businesses from the city. The Polish Environmental Partnership Foundation was the coordinator of the event working on behalf of all the partners involved.

The main theme of the European Mobility Week in Krakow was "accessibility." Various theme days were proclaimed in relation to this. The first three days of the week dealt



At the Nowa Huta SteelWorks, along the Nowa Huta – Dlubnia Greenway

World Carfree Day

World Carfree Day

Turku, Finland

I was in Turku, Finland for World Carfree Day. For about six hours, a main road close to the city centre and one of the lanes in a six-lane street was "liberated from car traffic."

A Food Not Bombs action was carried out and a university school lent some audio equipment to a local DJ to make background sounds for the event. Some other civil organisations, like Friends of the Earth, had several info tables on the road.

It was nice, but really quiet. Turku is usually a bike user town, with good bike paths in and out the town; but of course, too many buses and too many cars!

- Yo Mismo

São Paulo, Brazil

São Paulo is the biggest city in South America (almost 20 million people) and probably one of the cities with the most cars – 5.5 million. That's a lot for our lungs...

Unfortunately nothing happened here, the city administration did not organise and so only my people and I did a small "bicicletada" (Critical Mass). But others cities, like Curitiba or Porto Alegre in the south of Brazil had big turnouts because several streets and roads were closed for the day and public transport was cheaper.

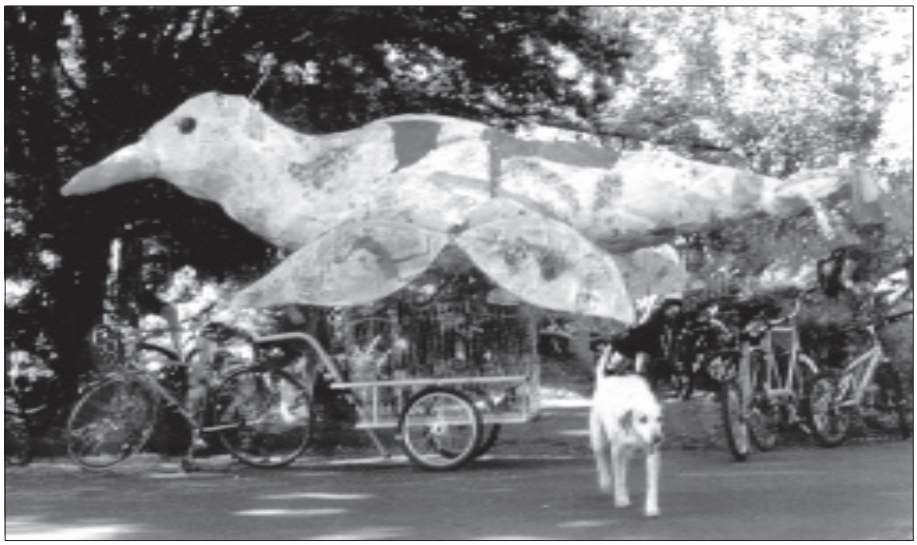
Maybe next year we will be luckier, but for now, we will keep suffering in this dry and polluted city.

- Nacho Duran

Portland, USA

This was the first year that World Carfree Day was celebrated in Portland.

We submitted an application to transform two blocks of a high-volume, six-lane through-way into a pedestrian plaza for the afternoon of Sunday, September 21. We collected the required signatures from all the adjacent businesses and the neighbourhood associations that preside over the area.



The city graciously accepted our application –only to turn it down a week later because traffic engineers were concerned about the safety of re-routing an estimated 14,000 cars, over the course of the afternoon, into the surrounding industrial area. We graciously accepted their rejection and planned a street fair and art-making party in the streets immediately to the south. We successfully closed six blocks to cars for the entire day and had a celebration that focused on promoting a cultural shift away from automobile worship and dependence. We estimate attendance around 1,000 people.

We spread rugs and pillows on the street and people lounged about listening to live music, including the sounds of the Portland Bicycle Ensemble, a trio that amplifies their bikes, and then makes music by plucking, pedalling and drumming on them. On the other side of the fair, the Twenty-Foot Man, an outrageously large metal puppet that travels by propane bus, stood in front of his pink castle and danced, made music and painted pictures once the sun went down.

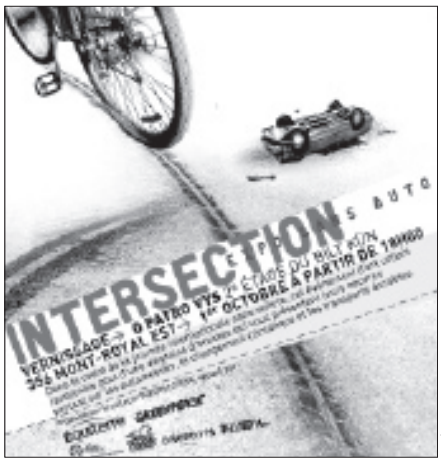
There were educational games and art-making activities for kids, and a high-school mural team painted a carfree landscape on wooden panels.

The street sculptures, all of which were transported to the fair on bike trailers, included a big paper-mache bird with a 15-foot wing-span [pictured above], a handful of wind-sculptures made from bike parts and set in motion by the gusty weather, and a dead-car art installation.

There were various barbeques, food vendors from nearby cafes and games for adults, including bike polo and an incredible new event introduced by Portland's famed Chunk 666 called "bike bowling." It is played by stacking six 55-gallon plastic barrels in a pyramid and bowling into them on chopper bikes.

We also had practical workshops teaching bike safety, touring, riding with kids, load-carrying and generally surviving without a car. There was a station where people could practice using the bike racks that are on all of our public buses and displays showing projects the city has planned to improve conditions for pedestrians.

We did allow some motor vehicles into the mix, so as not to alienate those who can't quite imagine a completely carfree lifestyle. The biodiesel



Liverpool, England

This year, Liverpool managed to clear a few streets in the business district for World Carfree Day. There was a farmers' market and street entertainment which was well supported. Unfortunately the local paper, The Liverpool Daily Post, which reported on the event, chose the headline "Euro Carfree Day Ends in Gridlock" noting that two fire engines got caught up in traffic jams; however, it was admitted that this had happened because they hadn't paid attention to the information they'd been given in advance about the road closures.

- Jean Hill

Hamburg, Germany

For the Europe-wide 'In Town Without My Car!" day of action, Sept. 22, activists from Robin Wood in Hamburg took over a traffic island with chaise lounges, sunbrellas and cocktails to create a "vacation island." Drivers were invited to take a holiday from traffic. A banner read "Ready for the island. Stop the car flood."

- Monika Lege

Berlin, Germany

Almost 3,000 cyclists participated in an around-town tour. Due to unexpected political activity (some Brits and French stopping over for a talk at the Federal Chancery), we didn't have the publicity worthy of such an event. Yet together with these cyclists, we have luckily achieved our aim – to make the city centre impassable for motorised traffic.

- Dimitri Suchin

For more information visit Kreisfahrt.de.

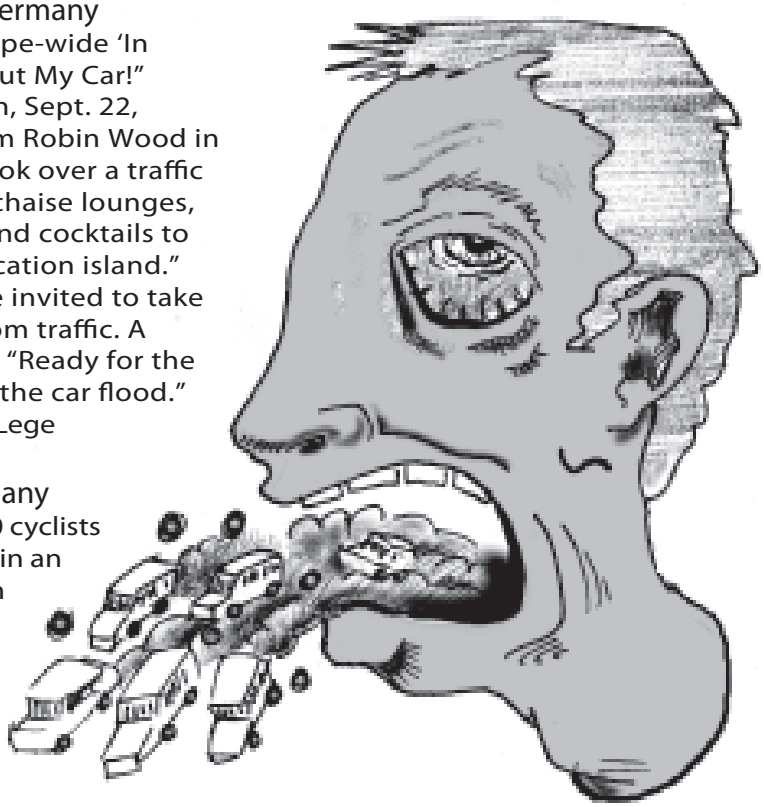
Montreal, Canada

Montreal was the only city in Canada to have their World Carfree Day on Monday rather than Sunday.

"Some men see things as they are and say why," said Mayor Gérald Tremblay. "I dream of things that never were and say why not. You can make all the nice speeches you want about the Kyoto accord and sustainable development. In Montreal, we said: We're going to change things."

Various actions took place throughout the city, including an art exhibit entitled "Expo sans Auto," a project of the Intersection Collective, which brings artists and activists together.

According to François Meloche, "the aim of the exposition is to develop an anti-car culture through arts and media. All forms are allowed – paintings, photo, illustration, sculptures, video, performance art, multimedia. The first show was for Carfree Day. We now have over 25 art pieces that will be exposed at other events."



François Meloche

Out on the streets, ATSA (Socially-Acceptable Terrorist Action) put a burnt-to-the-crisp SUV on display.

Like in other cities, businesses voiced their displeasure about the closure of streets to car traffic. With his Pepsi delivery truck stuck in a laneway jammed with vehicles, Pierre Tourangeau found little to celebrate. "Do they do stupid things like this in Toronto? You can't block off down- town Montreal. This isn't a village; it's a big city."

However, subsequent reports suggested that the businesses were satisfied with the day.

In its end-of-day tally, the city claimed victory in its experiment. Ridership on Montreal's Métro rose by 10 %, or 16,000 more riders. Also, downtown levels of two key pollutants – carbon monoxide and nitrogen oxide – dropped overall by 40 %, compared with a normal day, according to data made public by an air-quality monitoring station.

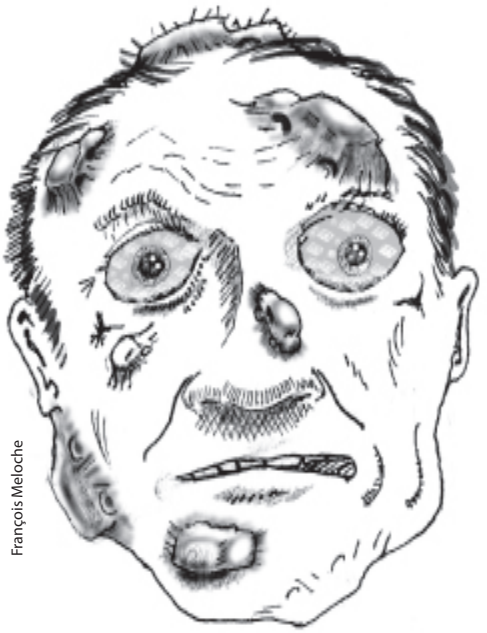
- various sources

[Ed. note: If you have any art which you would like included in the carfree exhibition you can email François Meloche at <fmeloche@investissementresponsable.com>]

Brussels, Belgium

In Brussels, World Carfree Day (which was put on Sunday, instead of the official day on Monday, which would have created too much traffic problems) was a success as a lot of bicycles went down the streets and lots of people were walking on them, too. But the organisation of it was crappy as everything is for this kind in Brussels.

It doesn't have anything to do with the organisers of the event but rather with the reluctance of the administration to come out of its routine. And in the fight for change of ideas we are leading, that will always be our



François Meloche

biggest task: going against the confortable habits (ours as well as other people's).

It was a sunny day, though.

- Philippe Debongnie

Mont Blanc Residents Rise Up Against Traffic

On October 4, the mountain regions of France Italy, Switzerland and Austria were the sites of demonstrations, organised by Initiative Transport Europe (ITE), to bring to light the harmful effects of truck traffic in mountain regions.

At the entrance to the Mont Blanc Tunnel in Chamonix, France, a caravan, acquired by a local organisation, began its journey in protest to the traffic in the Alps region. It proceeded down the tunnel access road at low speed, followed by a string of demonstrators. The caravan stopped below the Ste Marie Railway Viaduct and activists unfolded a gigantic banner under one its arches, requesting once again goods transport should go by rail and not by trucks.

On the road, demonstrators unfurled another enormous banner saying "Urgent: No Trucks at Night," one of the demands of the day of action. It was the first operation of this type ever carried out by Mont Blanc NGOs.

It is worth noting that this climbing action was meticulously prepared in complete secrecy and that, even though Mont Blanc activists are under constant surveillance, police were taken by surprise. The squadron of police in riot gear, brought in to protect the tunnel and its access road, were actually caught up in the traffic jam caused by the activists!

Twelve other actions took place over that weekend in mountain regions of France, Italy, Switzerland and Austria. Alpine populations are demanding a reduction in both air and noise pollution in these fragile areas.

- Anne Lassman, ITE

Report from the Climate Trashers Critical Mass

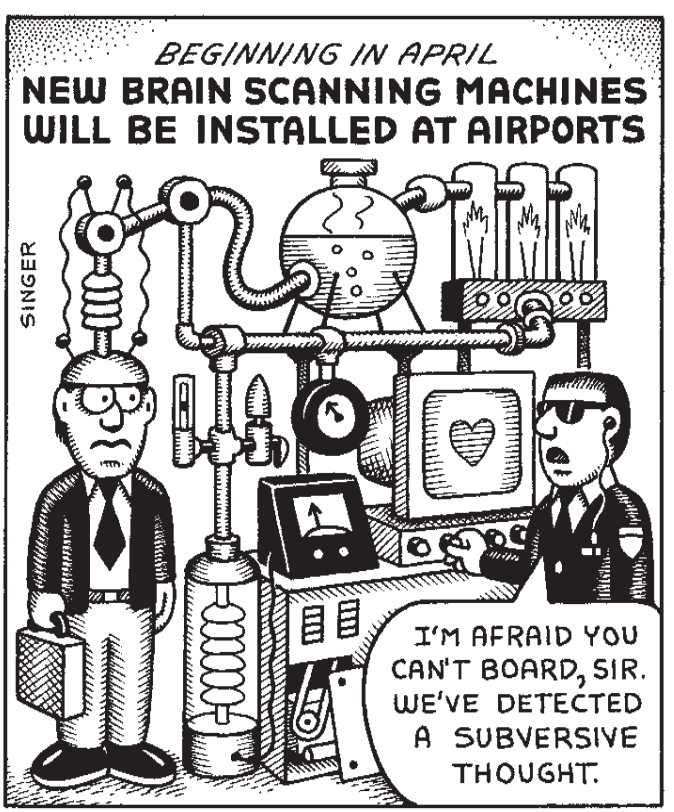
A small but determined group of cyclists visited several companies complicit in the Baku-Ceyhan pipeline on Friday, October 10.

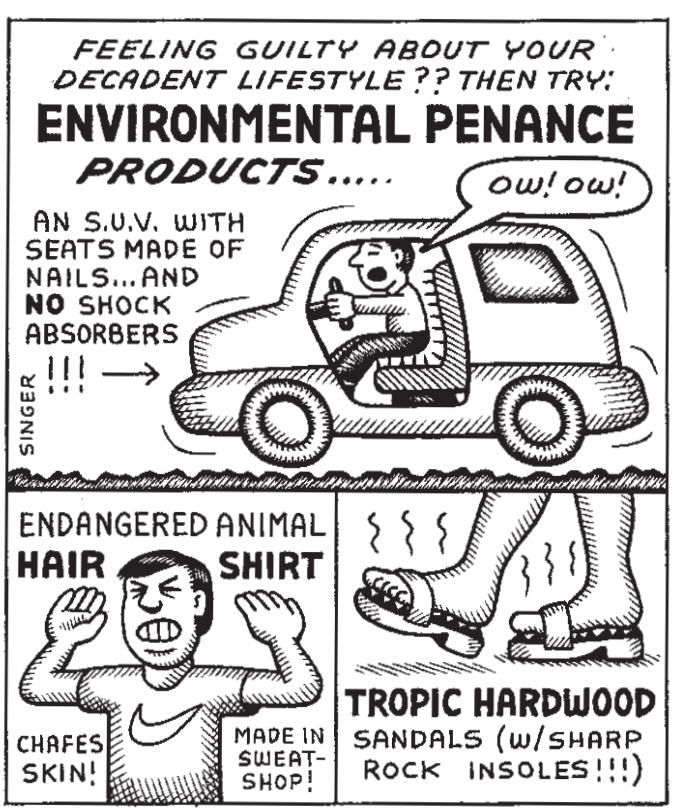
Outnumbered by police, the mass visited the offices of BP, ABN Amro, Citigroup, Bechtel and others. The rain held off, and bemused passers-by seemed mostly onside when handed an explanatory leaflet. There were no arrests and all in all it was a fun, educational, road reclaiming couple of hours that marked out a dark web of pollution, exploitation, corruption and injustice.

The Critical Mass was a fossil fuel-free celebration of unmotorised transport, paying particular attention to companies

NO EXIT

© Andy Singer


BEGINNING IN APRIL
NEW BRAIN SCANNING MACHINES WILL BE INSTALLED AT AIRPORTS
SINGER
I'M AFRAID YOU CAN'T BOARD, SIR. WE'VE DETECTED A SUBVERSIVE THOUGHT.


FEELING GUILTY ABOUT YOUR DECADENT LIFESTYLE?? THEN TRY:
ENVIRONMENTAL PENANCE PRODUCTS.....
AN S.U.V. WITH SEATS MADE OF NAILS... AND NO SHOCK ABSORBERS !!!
SINGER
OW! OW!
ENDANGERED ANIMAL HAIR SHIRT
CHAFES SKIN!
MADE IN SWEAT-SHOP!
TROPIC HARDWOOD SANDALS (W/SHARP ROCK INSOLES!!!)

Building Carfree Housing

n A Model in Germany?

by Stephan von Pohl

photo: WEG

Our cities have not always been at the mercy of cars. This may be obvious to most people, but the current state of most modern cities – no matter whether in Europe, America, Africa or Asia – makes it hard to imagine that it once was different. Streets were narrow, people lived and worked in one neighbourhood, and almost you everything you needed was within walking distance.

Some of these cities are still with us, such as central Venice or some of the Italian hill towns – places where (thanks to geography) it has been near to impossible to accommodate cars. And, of course, many European cities have created carfree zones in historic centres once given over to cars.

Most cities, however, have been losing the battle, as the car takes over more and more urban space. You can find them parked on sidewalks and in public squares which previously served as centres of neighbourhood activity. Today, they are ruining former promenades and boulevards with their noise and stench.

photo: Stephan von Pohl

Typical modern housing (in Prague). Underground parking is expensive to build.

Sidewalks have been narrowed, barriers erected to keep pedestrians from crossing streets, underpasses dug and overpasses built, all to accomodate the car. In many cities, a viscious circle of urban decay has taken hold: people have become more mobile and walk less, so they have less contact with their neighbourhood. As people pay less attention, the neighbourhood begins to decay, with shops closing as people drive to supermarkets, trash piling up, and crime spreading as the streets are abandoned. The more the neighbourhoods decay, the less people want to walk through them; the more they drive, the less they care, the more the neighbourhoods fall apart. Call it automotive detachment.

Fighting what seems to many people a "natural" process is an uphill battle. But carfree cities are still possible. Around the world, from San Francisco to Freiburg, Germany, advocates are trying to make cities walkable again by encouraging people to live carfree. In an era when many new housing projects inherently count on their residents wanting to own cars, there are people designing housing specifically to appeal to people who have renounced their cars.

Carfree Housing Today

Most housing built before the 1920s was carfree. If you chose to own a car, you had to park on the street, which became more and more difficult as everyone else wanted a car, too. Today, it is almost standard in Western Europe and North America that any new housing includes offstreet parking so residents don't need to worry about finding a parking spot, moving the car on street cleaning days, or having their radio stolen.

Many cities even require that new housing include offstreet parking, usually one garage space for every unit of housing. They are the bane of carfree activists. Cities enacted these laws in response to parking problems facing urban neighbourhoods, but the end effect has been to encourage car use. There is no incentive to not own a car, because you end up paying for your parking space even if you do not use it.

The easier something is, the more people want to do it. The problem is that we can build all the garages we want, but once all the cars hit the street, there's nothing but traffic jams, noise, and pollution. Especially in older

cities, encouraging car use makes little sense. So it is time once again to build housing that does not include cars. Slowly, some cities are beginning to realise this need.

What Does "Carfree" Mean?

Before we talk about some various carfree projects being carried out today, we should define the term "carfree." While at first this may seem like a simple question, there are some competing definitions. The most pure (puritan?) carfree activist would say that carfree simply means no cars, period. Reality is, of course, always different from theory. Compromises usually have to be made if anything approaching "carfree" is to be built.

Markus Heller, a Berlin architect who runs the Autofrei-wohnen.de website and is currently developing a project for central Berlin, divides carfree housing into three categories. First, there are projects that merely move parking to the edge of the develop-ment. While the housing is therefore technically carfree ("optically carfree," as Heller puts it), they are not carfree in the true sense of the word.

Second, "car-lite" projects incorporate a mixture of carfree and non carfree households, but give carfree inhabitants all the financial benefits of not owning a car – lower rent/purchase price made possible by not having to pay for the development of parking spaces. These are usually the result of compromise, as city governments are often hesitant to approve a new project without any off-street parking.

> "Zoning regulations requiring one off-street parking space for each unit of housing can add up to $30,000 to the cost."

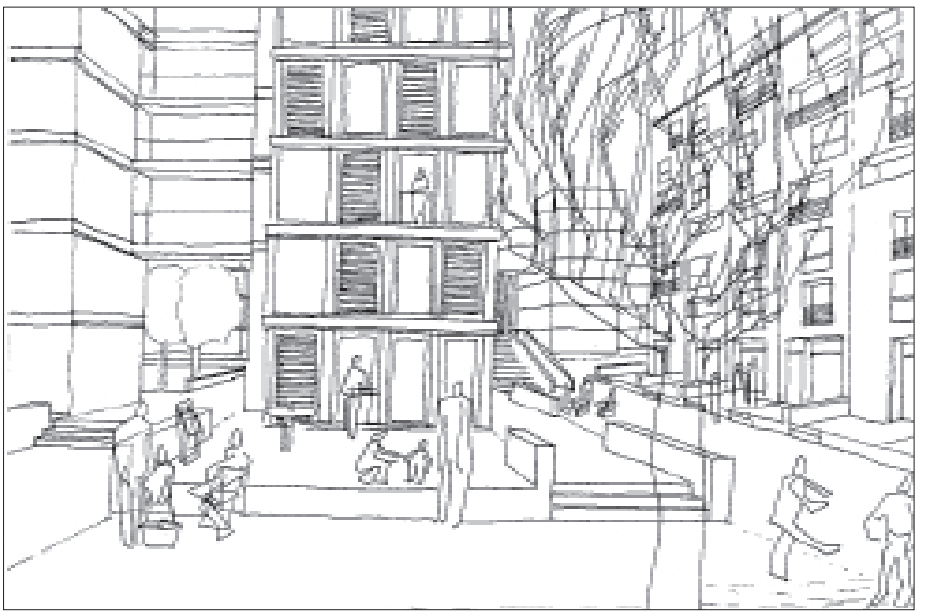
Finally, there are carfree developments. Even these, however, often allow for some cars – a carsharing vehicle, visitors, and deliveries or emergency vehicles. These compromises seem almost unavoidable in order to get city approval for a project.

IG Seebucht, a nonprofit which is planning a carfree housing project in the Swiss city of Nidau, uses the following definitions: Carfree (0.1 to 0.2 parking spaces per household, no cars allowed in actual housing area, deliveries and emergencies only), car-lite (0.5 spaces per household, cars allowed on local streets only when driving to parking spot), and traffic calming (standard number of parking spots, cars theoretically allowed on all streets, but access limited).

Off-street parking requirements can add up to US$30,000 per unit of housing, which could buy a lot of bus passes (or car rentals, if you really think you need one for a weekend getaway). So a lot of the debate around carfree housing revolves around these parking requirements, especially when it comes to infill devlopments where new housing is built among older (already carfree) housing. Smart growth activists in the United States have begun to argue for exempting certain housing (for instance near transit) from parking requirements. This has the added benefit of making housing attainable for working families who may not be able to afford a car anyway.

The United Kingdom

Some city governments in the United Kingdom have decided that it is not in their interest to encourage more automobile use. Through developer incentives and legislation, they are trying to encourage private investment in carfree housing developments.



Architect Markus Heller wants to create a people-friendly district in the heart of Berlin.

The most prominent example of carfree housing in the United Kingdom (and one of Europe's earliest) is Edinburgh's Slateford Green. Completed in 2000, Slateford Green was built by a private developer and offers 120 apartment units, both rental and owner-occupied, on a former railway yard. There are no parking spaces on the site itself, but no restrictions on car ownership and plenty of offstreet parking in the surrounding neighbourhood. Slateford Green fits well into the existing neighbourhood, there is easy access to public transport, it is not too far (3.5 kilometres) from the centre, and primary and secondary schools are within easy walking distance. These are all factors needed to promote walking.

A study carried out in September/October 2000 by Jan Scheurer of Australia's Murdoch

University found that almost three-fourths of residents did not own any form of motorised transport, although most tended do so out of necessity or a sense of convenience, not because they believed in carfree living. Indeed, car ownership has decreased over time, as some residents who had been parking on the surrounding streets decided they didn't need a car after all.

Some drawbacks include the fact that residents need not commit to living carfree. Although no cars are allowed on the site itself, in reality this means that the carfree area is limited to the courtyard created by the buildings' horse-shoe layout. The surrounding streets continue to be the realm of cars. Also, common outdoor areas, although used by children, were not frequented much by the adults living there, and the general sense of community, according to the study, was quite low. Still, Slateford Green is a prime example that people will choose to live carfree if given the option, and that such developments can be built by private developers.

Another, more visionary project is underway in London's Camden district, also sponsored by the local council. Since 1997, Camden has encouraged developers to build new housing without parking, except for disabled people. Specifically, such housing is encouraged in areas with good access to public transit, with shopping and other amenities within walking distance and which have controlled parking (on-street parking permit required). Residents are not eligible for on-street parking permits, meaning that people who choose to live there will either knowingly give up on owning a car or have to endure extreme inconveniences if they do own one. So far, 2 000 such housing units (in 175 projects) have been approved.

The carfree housing developments in Camden, like the one in Edinburgh, are being carried out primarily by private developers, with some extra nudging from government officials. There is anecdotal evidence, as shown by Scheurer's study, that residents do not have a "carfree mindset" but rather live carfree because they have to, for example for economic reasons.

> "In Freiburg's Vauban district, half of all new households get by without a car."

Another model for carfree housing, one in which government plays a role but where usually a group of determined and idealistic individuals initiate the project, can be found in Germany. Here, we also find the most ambitious carfree development yet to be developed.

Building a Carfree Life

While Slateford Green and Camden prove that private developers can provide carfree housing, one must look to the German-speaking world to find more a "holistic" approach. Here, the trend is for people interested in living carfree to form co-operatives that plan, design, build and operate carfree developments themselves. Participants here often believe in a carfree lifestyle in principle and are looking to put their ideals into practice. Their goal is not just to save money by not owning a car, but to build a sense of community and care for the environment.

Proponents of a carfree project in Berlin would like to include an urban farm.

Munich

A first step involves the establishment of a non-profit organisation to bring together interested people. In Munich, the group "Wohnen ohne Auto" (Living without a car) was formed to lobby the city for the inclusion of carfree housing in a larger development that was turning a former airport into a whole new city neighbourhood. The project, known as "Messestadt Riem," consists of an entire new city of 16,000 residents located on the grounds of the decommissioned Riem Airport. Carfree proponents had hoped to encourage the city to designate much of the new urban district carfree. In the end, they were able to gain permission to build their own carfree housing in

photo: WEG

Selected Carfree Housing Projects

(from www.autofrei-wohnen.de)

Following are short descriptions of some of the projects mentioned here, plus others of interest.
A good list of links can be found at <www.autofreieswohnen.de>.

Many of the projects mentioned are in Germany, and most of the information on their sites is in German, but to get a (very rough) translation of the information contained on those web pages, you can try running it through
the Babelfish Internet translator: <www.babelfish.altavista.com>

Already Built

Edinburgh, United Kingdom
Slateford Green opened in June 2000 on a former industrial site of 3.5 hectares. The privately developed project includes 120 homes for a variety of income groups. There are no limitations to car use, except that there is no on-site parking. There are no restrictions for on-street parking as of yet, but car use compares to other "car-lite" developments.
www.canmore-housing.org.uk/default.asp?ID=39

London-Camden, United Kingdom
Since 1997, the Camden district in North London has approved 2,000 flats in 175 housing projects under the so-called Section 106 Agreement. This agreement commits developers to provide car sharing, and carfree inhabitants receive neither off street parking spaces nor on-street parking permits. The money saved helps to reduce rent or purchase price on the flat and is used for infrastructure improvements (landscaping, etc.).
www.camden.gov.uk/green/sections/travel/carfree.html

Freiburg, Germany
The ambitious Vauban (pronounced as in French) project is scheduled to be completed by 2006. In 1996, it was decided that the development would be a sustainable urban district, and the design was presented as a "best practice" at the international Habitat II conference. Already, Vauban has 3,000 inhabitants and the most children of any Freiburg neighbourhood; 25% of resdients are under 18 years old.
www.forum-vauban.de

Hamburg, Germany
In Hamburg, the housing cooperative Autofreies Wohnen e.V. has been working to promote carfree living since 1992. One housing development has already been started. Of the area's total 3.5 hectares, two thirds will be for housing and one third for business. There are only 0.15 parking spots per flat, which will be used for car sharing, handicapped parking, and deliveries. The first stage with 120 flats has already been completed; another 90 are planned. Also planned are a cafe and a boat marina (the housing is located on one of Hamburg's canals. Other projects are under consideration.
www.autofreieswohnen.de

Vienna, Austria
Situated in Vienna's Floridsdorf district, this development saved 1.6 million eur by not building 230 garage spaces. The money saved was used to include various community benefits (sauna, youth centre, bike workshop, fitness centre) and was invested in creating more open space. One drawback is that the Floridsdorf district is on the outskirts of the city, although there is access to commuter rail/subway.

Planned

Berlin, Germany
The proposed "Autofreies Stadtviertel an der Panke" would include 760 flats on an empty parcel in the middle of the German capital. The project would include a children's farm, a culture centre, shops and

Carfree housing on the web

The Great Debate: Critical

Critical Mass began in San Francisco in 1992. Famous for having no central organisation, no appointed ride leaders, and no planned routes, it operates by a kind of nebulous consensus. Cyclists meet monthly at a regular place and time, usually during evening rush hour, using the strength of their numbers to reclaim streets where normally cars dominate.
The following debate addresses the tactics, aims and goals of Critical Mass from both the moderate and confrontational perspective.

Rob Zverina, Seattle/Prague

What are the goals of Critical Mass?
1. to portray bicycling as an attractive alternative to motor vehicles;
2. to demonstrate the political strength of a city's cycling population; and
3. to attract favourable attention to the needs of urban cyclists.

In discussing these three goals, I offer examples from personal experience of what I've seen that worked, didn't work, and why.

Bike riding is clean, efficient, and fun. Cyclists know this. But it can also be something of an acquired taste, especially in areas which are car-centric. A dour, accusing fundamentalism won't win any converts. Drawing battle lines between drivers and riders is self-defeating.

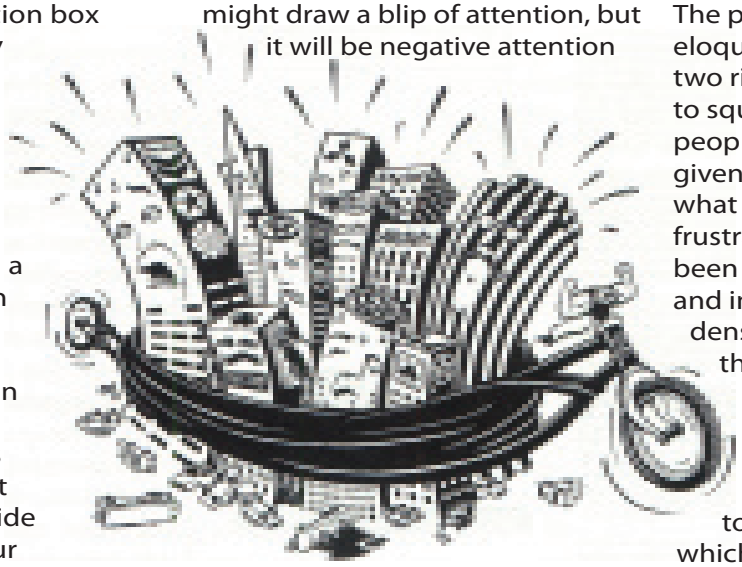
Someone stuck behind the wheel of a car, on their way to their suburban isolation box after a day of solitary drudgery in a fuzzy cube is ripe for an invitation to join a community. Smile, wave, communicate. Thank them for their patience, hand them a flier with information about the next ride. Maybe they have a bike gathering dust in the garage.

By viewing drivers as potential allies, not sworn enemies, the ride could grow, behaviour might change. The way to do that is by having fun and showing it through acts of kindness, humour and generosity.

For example, riders in San Francisco, when stopping cross-traffic at intersections so the ride can pass unbroken, hold up signs which say, "Thank You for Waiting." If drivers become impatient anyway and start honking, the sign is turned around to show, "Honk if You Love Bicycles."

Negative Example from Seattle Critical Mass: Playing chicken with oncoming traffic. Oh my, how radical. But ask yourself, are your actions consistent with your goals? Are you on this ride because you want to assert your right to the road, or the right to endanger yourself and others? If it's the latter, you're never going to get it, so please stay home.

A recurring event such as a monthly bike ride, to be successful as a political force, needs to grow over time. Disruptive actions might draw a blip of attention, but it will be negative attention that won't win over many converts or clarify the issues, and might give the powers that be an excuse not to listen. As the ride grows, it becomes a political base from which support can be drawn to petition for improved cycling infra- structure – lanes, racks, shelters – as well as mobilising for related action such as better mass transit, greenways, and other considerations to lessen car-centric urban planning.



Negative example from Prague: On September 18, Prague's Critical Mass effectively took over the Magistral, the three-lane highway which bisects the city (pictured opposite). No doubt it's a giddy sensation to shut down a city's major highway, but ultimately it seems an error in tactics. Overhead photos show a large but rather diffuse group. Was it necessary to take all three lanes and willfully obstruct traffic? Is that going to change people's behaviour? Or will it draw battle lines, make the perception of bicyclists less favourable? The point would have been as eloquently made by taking the two right lanes but allowing cars to squeak by on the left. More people would thus have been given an opportunity to see what was happening, and the frustration they felt would have been mitigated by the unusual and inspiring sight of a long, dense column of bikes. Instead, the police had no choice but to intervene (how many angry phone calls do you think they got?), and from now on they'll be prepared to "manage" future rides, which it seems likely will also

discourage more law-abiding riders from attending.

Positive example from Seattle: On a cross-city carfree day ride, the decision was made to use only one lane of a major two-lane thoroughfare. The pack was dense and cars had ample room to pass on the left. Although delayed by the bottleneck, there was no honking, no frustration, and most drivers and their passengers were delighted by the sight, smiled and waved. He who shares the right of way, creates more cyclists the very next day.

Ultimately, the power of group rides lies in sheer number, not in acts of derring-do and disruption, so everything should be done to grow the size of the ride, which to my mind means making them appealing to the moderate majority. When riders emphasise the creative and socially conscious aspects of bike culture, public perception and media coverage likewise accentuates the positive.

They say there's no such thing as bad publicity, but favourable, positive press coverage which high- lights the positive aspects of an event is ultimately more beneficial than news of arrests, which portrays urban biking as something radical and dangerous.

The biggest threat to Critical Mass is self-righteousness. To simply portray drivers as bad, to view them as the enemy, to scorn their lack of self-determination, their laziness, to see them as fundamentally malevolent is to be guilty of a lack of imagination and sympathy. Everyone reading this magazine understands that cars are isolating and dehumanising, but to view the struggle as bikes versus cars is to succumb to a reductive fallacy. We are all just people trying to make the best choices, and it seems mass and like rides are most effective when they strive to connect people with people rather than perpetuate an us-versus-them mentality.

Martin Luther King wrote: "When hate fights hate, hate wins." Bicyclists may feel a lot of frustration – pollution, lack of access, dangerous traffic conditions – but to fight these feelings of frustration by creating more frustration is a losing proposition.

Ruth Oskolkoff, Seattle

In looking at the subject of whether to assertively confront during Critical Mass events, I see a larger question emerge. The underlying principles, beliefs and habits of the car-centric must change on a large scale if the world is to move away from automobile dependence. The question then becomes, how can the foundational principles of Critical Mass, and the larger issue of being carfree be disseminated, transforming large groups of individuals?

I agree bike riding is clean, efficient and fun and that, "a dour, accusing fundamentalism won't win any converts." However, neither will the opposite. A passive message does nothing to chall- enge a car-dependent individual's philosophy. The problem is that acts of kindness, humour, and generosity, more often than not, do not change individuals or collective consciousness. These positive feelings simply make people satisfied with their own lives, and do not lead to introspection, or change on an individual or group level. Change often comes as a result of discomfort and challenge.

Yet, what are the practical and useful ways in which to confront society? It is counterproductive to endanger oneself by playing chicken with traffic. It also shows the cause in a negative light and if I had to choose between the way of harmony, smiles and waving, or playing chicken, I would choose the former. But however positive we portray ourselves as cyclists, the infrastructure and the slant of the vast corporations that keep the infrastructure going stays the same.

If all that most people feel about bikers is "ah, what charming, quaint people," we will continue to have our nice rides, and small alleys for an occasional carfree day. Not wanting to criticise and confront is something we need to get over to bring a change of consciousness. We need to bring a lot of small messages to society that show why it is not okay to live a car-centric lifestyle. If the average person is witness to enough of this, they may begin to feel something amiss about the lifestyle. Only then will they be willing to look at changing it.

I agree that condemning people is counterproductive, yet is the opposite way of fitting in with the infrastructure and always working with the system the real way to go? I participated in Seattle's carfree day last year. Although it felt good, no one I knew at work even realised there was a carfree day. Aside from the

The following text was presented by Jean Robert and the late Ivan Illich to a symposium on bicycle freedoms in Berlin, Summer 1992. Twelve years later it continues to be relevant. Robert expands on its placement within society and Illich's work: "Autostop is the 'remedial' complement of 'Energy and Equity.' What does that mean? 'Energy and Equity' is radical in the sense that it goes to the root of the predicament of a society that hampers its members' autonomy by offering them compulsory crutches and paralyses their imagination with unrealistic expectations.

"On the other hand, 'Autostop' takes car-invaded cities as they are and first proposes a reflection on the use of public space. In an industrial city, every car requires on the average the same surface as an apartment for a family of five (about 120 square meters for roads, the 'body-shop' and home, job and market parking). Cars privatise public space. This is the spirit of the proposal: Make the space occupied by cars public again."

We want to tell a story that reflects some nonsense about our way of life, and that story is about traffic. We tell the story because we believe that tomorrow morning all could live in a more quiet and perhaps even bicycle-centered society if only people believed that modesty can guide political choice.

Reasoning shows that transport can enhance freedom of movement only within the limits in which one can renounce it. Today, such renunciation is barely viable in a society where the traffic jam has become paradigmatic for all kinds of consumption. Transportation, public or private, carries inevitable consequences. Beyond a certain threshold, it diminishes personal mobility in proportion to more passenger miles generated. Thus transportation is a monument to the basic experience of the age. The more refined and more integrated the transporation system, the more we live in a society of morning joggers tied down during the rest of the day.

Starting with this insight, we invite you to a mental experiment. By limiting the compulsory auto-disempowerment produced by transportation, a society can increase the freedom of movement enjoyed on foot or bicycle.

Not so long ago, everyone knew that the world was accessible for free. Until quite recently, the poor knew that most places of his valley lay within the reach of his feet. People could go unhampered where they wanted and they experienced the world with their own senses. And for several decades now, U.S. border guards have admitted their helplessness as they are overrun by auto-mobile transgressors – moving on foot.

In the 1950s, Mexico City was already a metropolis of nearly three million inhabitants, with some 40 plazas containing popular markets. Most of these markets were on the same spot where Cortez had found them 450 years earlier. In any given week, less than one out of every hundred persons moved beyond the border of their respective barrio. Since then, the population of the city has increased seven-fold. Engineered traffic patterns tear neighborhoods apart; multi-lane, one-way throughways separate people into artificial ghettoes; a high proportion of the population is the boxed-up victim of daily, long-range transport – there is an efficient subway. Such transport encloses students as well as pensioners, employees as much as women needing pre-natal tests. Five million persons – according to official count – must travel daily to reach inaccessible places.

Historically, walking was never an act of pure leisure. At times, it could be dangerous, painful, disappointing, but at other times adventuresome, enjoyable or exhilarating. But that is not the issue. What counts is that using one's feet came at no cost. Of course, everyone had to find the pennies to pay the ferryman. A mule or carriage were confined to the rich. Generalised mobility was enhanced by social virtue: tolerance of the outsider, hospitality, charity and conviviality at resting places. For the majority, these were more important than inns. People lived in the experience that the place on which they stood was a place they had reached with their feet.

> "People lived in the experience that the place on which they stood was a place they had reached with"

We would like to ask a question: What does it mean that so very little of that which enabled and graced freedom came in the nature of a commodity? Now modern engineers claim that feet are underdeveloped means of self-transportation! Indeed, what

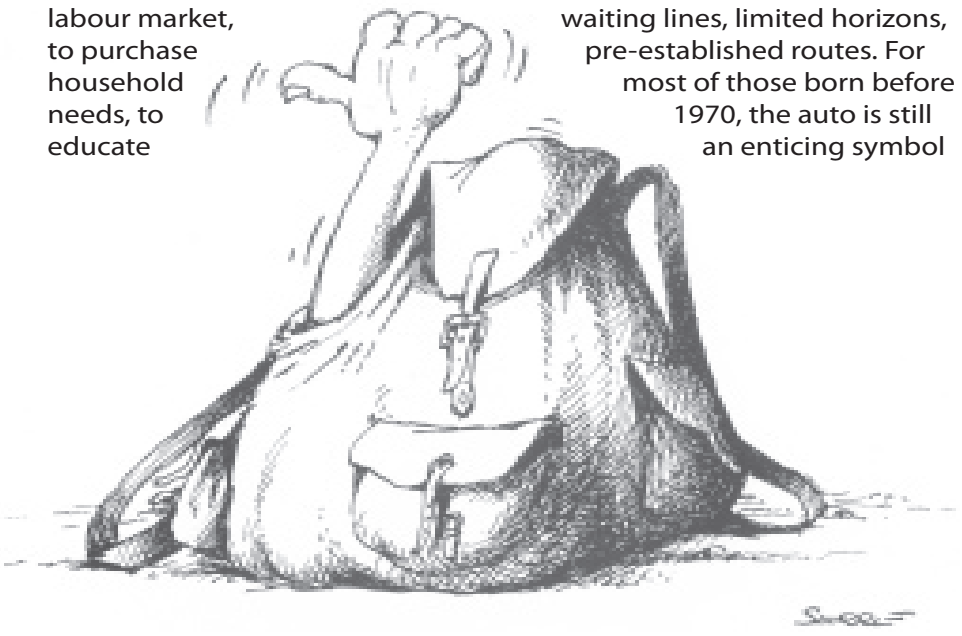
equipped our forefathers was inexpensive, from staff and sandals to cloak and sack; later, the bicycle. Distances, when they were counted, were measured in days; they were perceived as life time, not as watch time. There was nothing like the concept of a passenger mile on land until the postal coach appeared, late in the 18th century; and then the railroad in the early 19th.

The railroad created the minute and the fare that measured the time cost of bridging passenger miles. These concepts are basic and acquire full validity with motorised traffic. Only on the basis of such assumptions could the locomotion of human beings be made into a commodity. And this commodity – traffic – was produced by employed workers, whether railroad men or chauffeurs, proto-passengers making up the consumers. All this changed with Henry Ford's Model T. This innovation brought the news that mobility would be an industrial product to be enjoyed only through unpaid labour. Each employee now had the "privilege" of purchasing a car. With this investment, he had to deliver his own work force to the factory door. For many, then, the car became the condition for selling themselves on the labour market, to purchase household needs, to educate their kids, to visit their aged parents.

For 25 years we have reflected on transportation because we see in it an Ideal Type of post-industrial commodities:

> "If a would-be passenger signals a passing car with an empty seat, the driver must"

a synthesis of installment payments, operating costs, insurance premiums, and unpaid labor to make the investment actually useful. Shadow work – the unpaid, time-consuming, disciplined, risky improvement of a commodity to make it pay – became a foundation of modern existence. It is quite surprising how completely this self-enslavement has remained a blind spot among the first two generations of car owners. But we now see that a powerful spell has been cast over them. A mixture of fashion, vanity, commodity fetishism, and greed sharpened by clever, no-holds-barred advertising created the fantasy of the automobile as a liberator – from schedules, waiting lines, limited horizons, pre-established routes. For most of those born before 1970, the auto is still an enticing symbol



The Case of Romania

In those days [of Ceaucescu's rule], there were very few cars, and drivers were not scared of being robbed or killed by a hitchhiker. Usually, if they would have space in their car they would take a hitchhiker because these were hard times and people were helping each other. Getting somebody from one point to another was help that you could give without any effort or risk. I can give my father as an example. Now he doesn't take hitchhikers anymore because he is scared, but before he was taking them.

You can tell that a system was formed because at some point people started to pay for hitchhiking or the drivers asked for money. I think this happened because usually the owner of the car was not richer than the hitchhiker. Petrol was scarce and you had to wait in lane to get it. I remember my father going to leave his car in the lane at the petrol station for the next day when the delivery tank would come.

So, now Romanians who are hitching are used to paying for it. When I take hitchhikers they almost always leave me money even if I tell them that I do not need it. Especially with older hitchhikers, young people usually give them their money back. Some drivers ask for money if you do not offer them some (here I am excluding drivers that are taking people from the city limits to the surrounding villages).

In addition, under the Communist regime, Ceausescu specifically created laws regarding the cars. Our old licence plate numbers were made up of one number, followed by two letters and then another three numbers, like 3-TM-1963 (if the car belonged to an official person, such as a doctor, policeman, or party members, there were only three numbers at the end). The two

Hanging with David Cerný

by Steven Logan

David Cerný, the creator of Quo Vadis, the sculpture featured on both the front and back covers of this magazine, blazes with all the colours of contro-versy. His internationally known work, which always carefully attends to the absurd, provokes and intrigues. In 1991, he painted the Soviet War Memorial tank pink. Yet it was his strange and creative use of the car in his work (including a pink car that emits the sound of two people having sex) that prompted Car Busters to contact him. Step into David Cerný's world and discover why a car is never just a car.

It is in Cerný's world where the car becomes a sex machine or is transformed into a piece of meat on the artist's slab. It is in that world where the preferred method of transportation is an 18-year-old pair of roller skates. With movements fit for a figure skating star, Cerný rolled into the September Critical Mass in Prague.

He was at Critical Mass because he sees that Prague is full of cars and, "city hall does not, in any way, try to reduce [them]; [rather] they amplify the problem. They are saying that we need to have more concrete and highways around the city."

"The government is also saying that having more tunnels in the city is an important thing," he adds, "which is bullshit, of course. If you build a road, in a while it is going to be full of cars."

"I don't think there is a way to avoid cars," he continues. "The issue is if we make wider streets they will be filled with cars because people are less and less responsible and more and more lazy. Why walk when you can drive?"

Cerný points out that he is not against the car itself. "If I want to go to Berlin it is a good idea. The bad idea is how people use it."

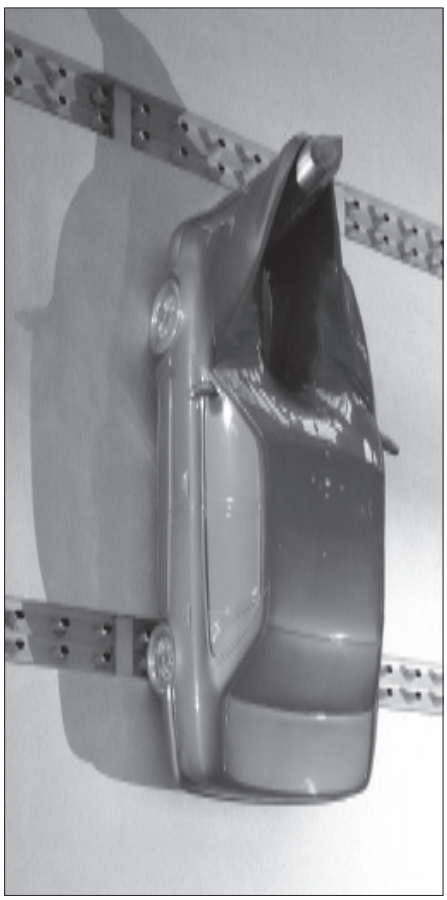
"I was living in New York city for three years and I didn't know anybody with a car. I am against the cars in the city."

Although Cerný admits he owned a car, it was stolen a few days before our interview.

Yet the presence of cars not only alters the physical world, it assumes a dominant presence in the symbolic landscape. During Communism, cars from the German Democratic Republic, especially the infamous East German Trabant, exerted a huge influence on Czechs. Although these cars were nothing to brag to friends about, many people had one.

This prompted Cerný to create Quo Vadis, a statue made from the Trabant car. He gave it legs and genitalia and displayed it on the eve of German currency union in 1991. The car is the foot soldier of consumerism, marching to the frontiers of unconquered lands.

Cerný evokes the religious symbolism of cars in a sculpture called, Meat. In the artists' hands, the car is cut open and its mechanical innards fall to the floor. The result is a car hanging pinned to a wall with an iron stake driven through its back hood. "It looks like a piece of meat hanging on nail," says Cerný. "The main point is about...a society which takes the car as a sacrificial and



religious object," he says. After Communism fell, says Cerný, the car was on the top of people's wish lists. It was probably more important than anything else, he says, even religion.

Although Quo Vadis stands in the courtyard of the German Embassy in Prague, Cerný has been twice unsuccessful in exhibiting Meat outside the confines of the gallery. In the first instance, he found an ideal building, owned by the city, in the centre of Prague. The Minister of Culture agreed that he could hang the cars there. However, when the current tenant of the building, a friend of the Czech president, saw Cerný's name on the project, he immediately rejected the

Automat

At the Speed of Futurism

n War, Machines and Ideas that Kill

Ecologists getting you down? Looking for a speed fix? Look no further than the Futurists. This group of Italian agitators, artists and, sometimes, fascists, with their fiery prose and obsession with machines and mobility, might make you want to trade in that rusty bike for a shiny, new tank. Make way for F.T. Marinetti, founder of Futurism and public relations man extraordinaire! In their many manifestoes thrust onto the masses, the futurists aestheticise their own destruction in their love for the technological war machines. They are perfect advertisements for a world gone mad. Nevertheless, now, when the internet and email are used by activists and corporate elite alike, the

We went up to the three snorting beasts, to lay amorous hands on their torrid breasts. I stretched out on my car like a corpse on its bier, but revived at once under the steering wheel, a guillotine blade that threatened my stomach.

The raging broom of madness swept us out of ourselves and drove us through streets as rough and deep as the beds of torrents. Here and there, sick lamplight through window glass taught us to distrust the deceitful mathematics of our perishing eyes...

On we raced, hurling watchdogs against doorsteps, curling them under our burning tires like collars under a flatiron. Death, domesticated, met me at every turn, gracefully holding out a paw, or once in a while hunkering down, making velvety caressing eyes at me from every puddle.

"Let's break out of the horrible shell of wisdom and throw ourselves like pride-ripened fruit into the wide, contorted mouth of the wind! Let's give ourselves utterly to the Unknown, not in desperation but only to replenish the deep wells of the Absurd!"

The words were scarcely out of my mouth when I spun my car around with the frenzy of a dog trying to bite its tail, and there, suddenly, were two cyclists coming towards me, shaking their fists, wobbling like two equally convincing but nevertheless contradictory arguments. Their stupid dilemma was blocking my way – Damn! Ouch!... I stopped short and to my disgust rolled over into a ditch with my wheels in the air...

O maternal ditch, almost full of muddy water! Fair factory drain! I gulped down your nourishing sludge; and I remembered the blessed black breast of my Sudanese nurse... When I came up

F.T. Marinetti, Founder of Futurism

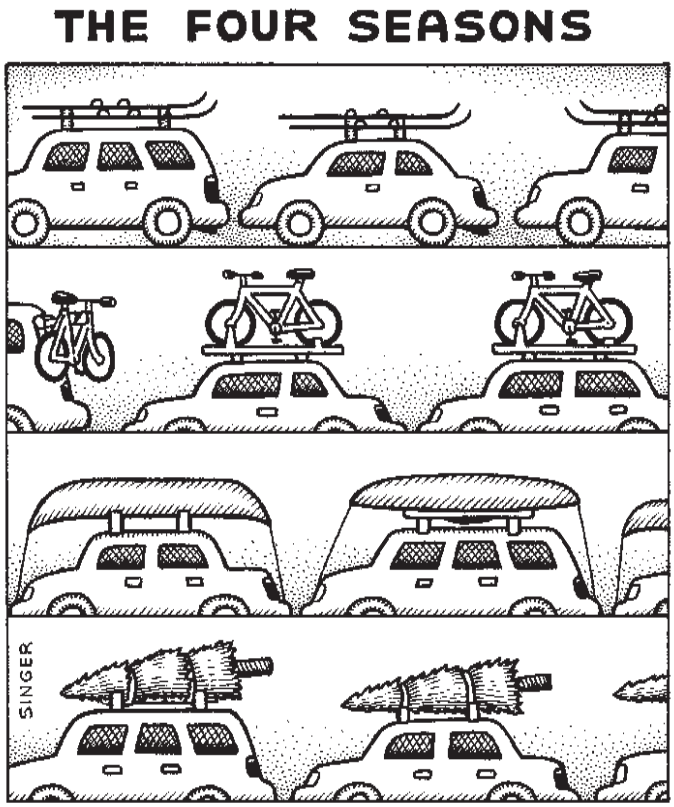
Manifesto of Futurism

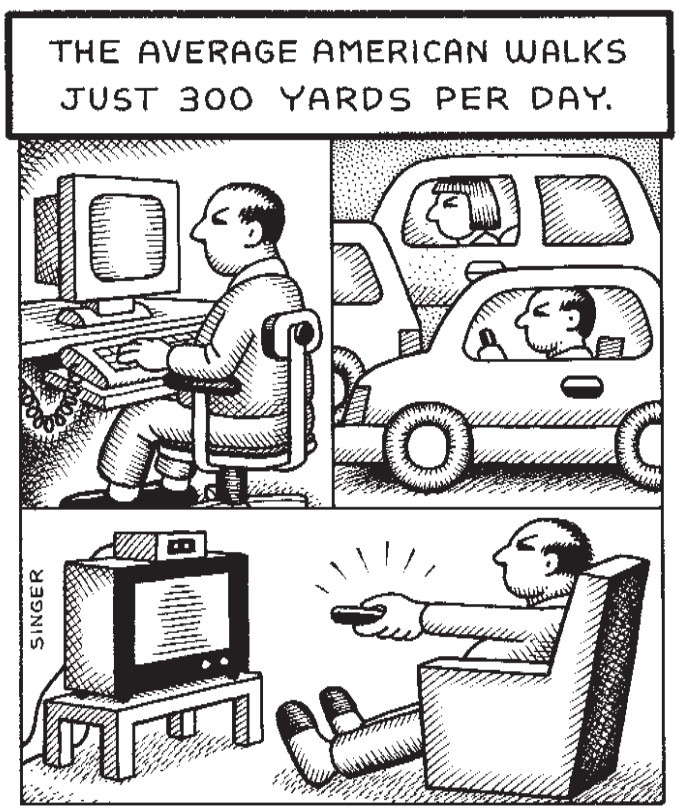
1. We intend to sing the love of danger, the habit of energy and fearlessness.
2. Courage, audacity, and revolt will be essential elements of our poetry.
3. Up to now literature has exalted a pensive immobility, ecstasy, and sleep. We intend to exalt aggresive action, a feverish insomnia, the racer's stride, the mortal leap, the punch and the slap.
4. We affirm that the world's magnificence has been enriched by a new beauty: the beauty of speed. A racing car whose hood is adorned with great pipes, like serpents of explosive breath – a roaring car that seems to ride on grapeshot is more beautiful than the Victory of Samothrace.
5. We want to hymn the man at the wheel, who hurls the lance of his spirit across the Earth, along the circle of its orbit.
6. The poet must spend himself with ardor, splendor, and generosity, to swell the enthusiastic fervor of the primordial elements.
7. Except in struggle, there is no more beauty. No work without an aggressive character can be a masterpiece. Poetry must be conceived as a violent attack on unknown forces, to reduce and prostrate them before man.
8. We stand on the last promontory of the centuries... Why should we look back, when what we want is to break down the mysterious doors of the Impossible? Time and Space died yesterday. We already live in the absolute, because we have created eternal, omnipresent speed.
9. We will glorify war – the world's only hygiene – militarism, patriotism, the destructive gesture of freedom-bringers, beautiful ideas worth dying for, and scorn for woman.
10. We will destroy the museums, libraries, academies of every kind,

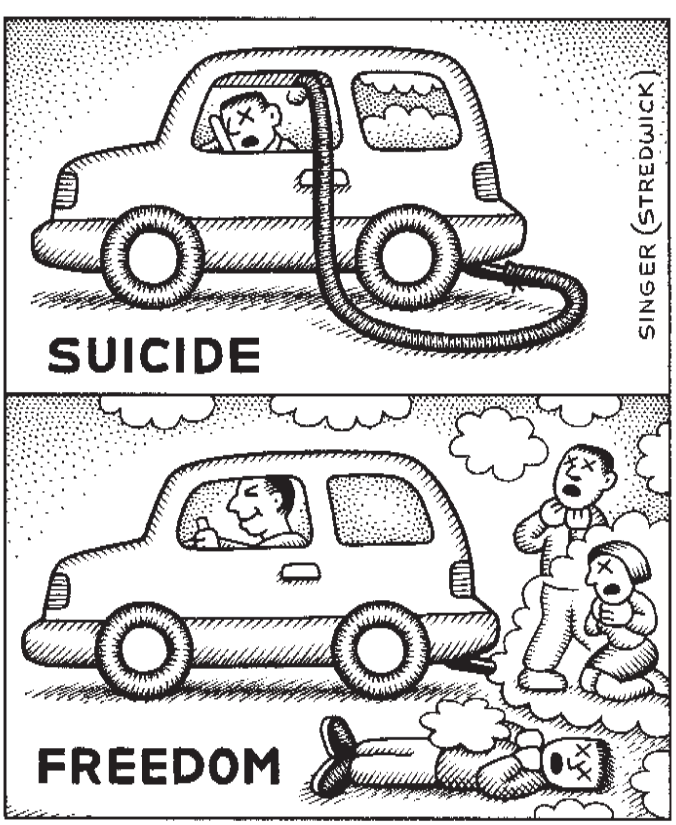
Cartoons

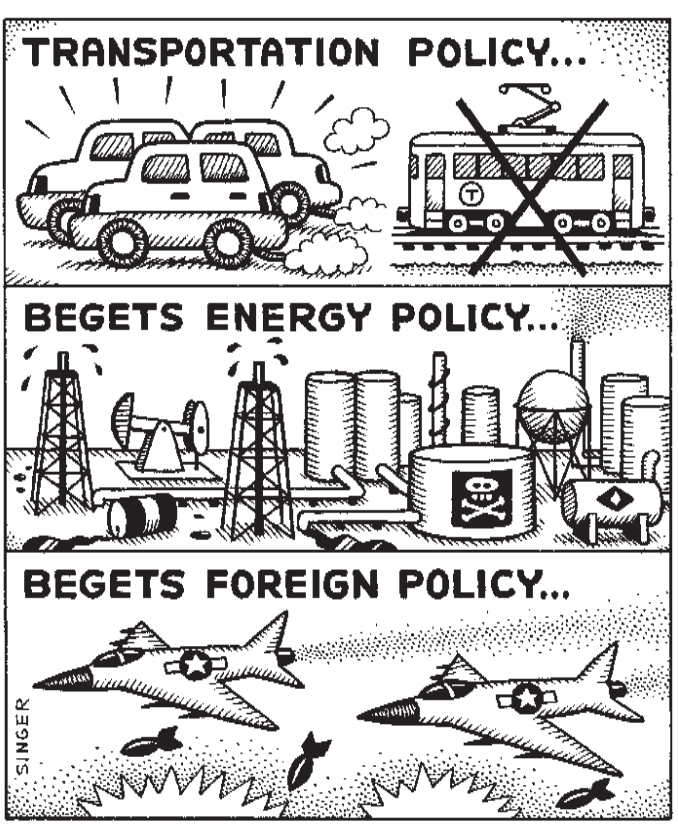
NO EXIT

© Andy Singer

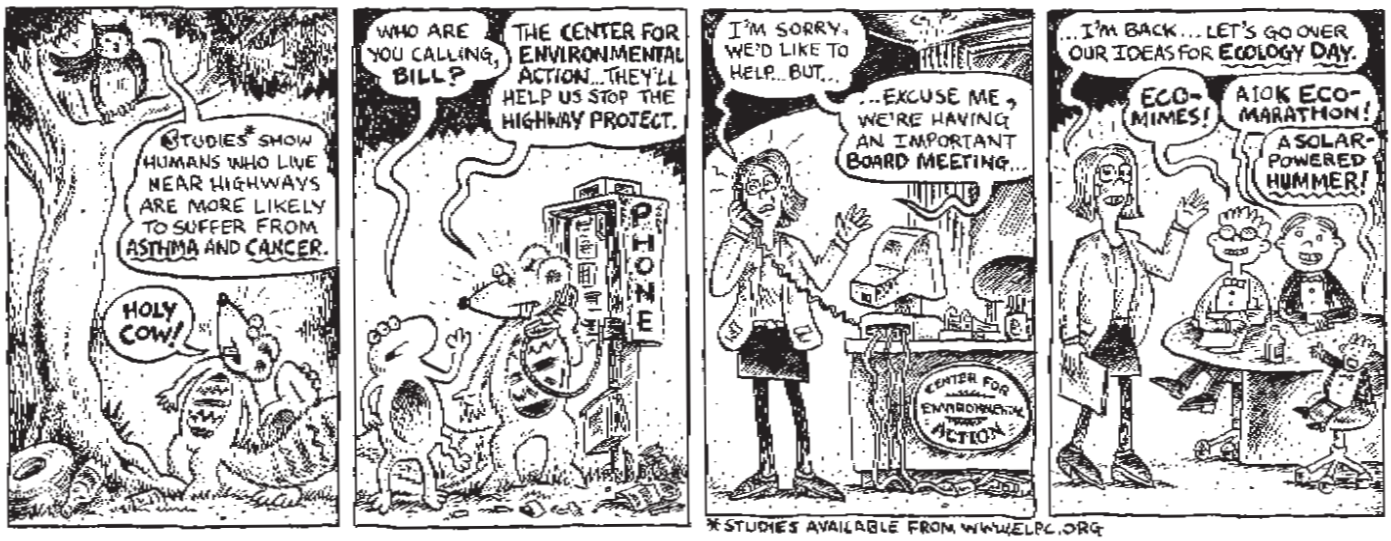








Roadkill Bill by Ken Avidor

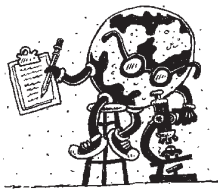

"STUDIES" SHOW HUMANS WHO LIVE NEAR HIGHWAYS ARE MORE LIKELY TO SUFFER FROM ASTHMA AND CANCER.
HOLY COW!
WHO ARE YOU CALLING, BILL?
THE CENTER FOR ENVIRONMENTAL ACTION... THEY'LL HELP US STOP THE HIGHWAY PROJECT.
PHONE
I'M SORRY, WE'D LIKE TO HELP... BUT...
...EXCUSE ME, WE'RE HAVING AN IMPORTANT BOARD MEETING...
CENTER FOR ENVIRONMENTAL ACTION
...I'M BACK... LET'S GO OVER OUR IDEAS FOR ECOLOGY DAY.
ECO-MIMES!
AIOK ECO-MARATHON!
A SOLAR-POWERED HUMMER!
*STUDIES AVAILABLE FROM WWW.ELPC.ORG

The B.E.E.E.P.
WITH ROADKILL BILL AND FRIENDS
ACROSS A SEA OF BROKEN TILES AND CONCRETE... INSIDE THE HENPECKIN COUNTY BUILDING, COMMISIONER McGLOBULIN SUMMONS HIS THREE MOST TRUSTED ADVISORS...
GET ME SMYTHE, SMYTHE AND PORKER!
I FEEL LIKE BUILDING SOMETHING HUGE... A REALLY BIG, EXPENSIVE THING.
WE GOT JUST THE PROJECT!
A HIGHWAY PROJECT!
HU-MONGOUS!
A HIGHWAY? HOW BIG IS IT?
THIS HIGHWAY IS SO BIG, IT'S VISIBLE FROM OUTER SPACE!
THE PROJECT INCLUDES A STADIUM, A MALL, A MUSEUM, A BIG OFFICE COMPLEX!
AND A CASINO!
WHERE THE HECK ARE WE GOING TO BUILD IT?
THE HIGHWAY WILL GO THROUGH THE BOOMTOWN FLATS AND THE BOOMTOWN BOG.
A SLUM AND A SWAMP!
NOBODY VOTES THERE!
IT'S GOTTA HAVE A NAME... A NICE NAME.
WE SUGGEST CALLING IT THE BOOMTOWN ECONOMIC, ENTERPRISE, AND EMPOWERMENT PROJECT.
B.E.E.E.P. FOR SHORT!
CUTE!
WWW.AVIDORTOONS.COM

ROADKILL BILL & FRIENDS IN THE B.E.E.E.P.
WHAT'S WITH ALL THE RIBBONS EVERYWHERE?
THE COUNTY IS BUILDING A BIG HIGHWAY THROUGH THE BOG.
WE CAN'T LET THE COUNTY PAVE THE BOG... IT'S OUR HOME.
YOU CAN'T STOP THE HIGHWAY... ...THERE'S A LOT OF IMPORTANT PEOPLE WHO WANT TO BUILD IT!
HEY, COME BACK HERE!
DON'T BOTHER LOOKING FOR ANY SUPPORT FROM THE TIMID BUNNIES!
BYE!
LOOK, BILL, IF YOU WANT TO STOP THE B.E.E.E.P. YOU'LL HAVE TO GO TO MEETINGS, START A WEBSITE, ORGANIZE A LOT OF ANIMALS AND PEOPLE!
ARE YOU GOING TO HELP ME, MEL?
CAN'T I JUST GIVE YOU A LOT OF ADVICE?
NO!
cAvidor 10/2/14
ROADKILLBILL.COM *THE BOOMTOWN EMPLOYMENT, ENVIRONMENT, ERZATZ PROJECT

This [the above BEEEP cartoons] may be the end of Roadkill Bill's weekly print life [in The Pulse, a Minneapolis alternative news weekly]. In the beginning he complained about the way things were, which was okay because he was a victim and victims are lovable. Then he began to dream of Illichville and that also was lovable. Recently he began to point at the people who made our world crappy and their evil, undemocratic methods and he threatened to reveal tactics for

Studies & Reports



Congestion Charging: Six Months On

On October 23, Transport for London published a report reviewing the first six months of operation of the central London congestion charging scheme.

Congestion Charging: Six Months On provides statistics and trends on traffic levels, congestion, economic effects, public opinion, and enforcement, showing cuts in traffic delays, congestion, and numbers of accidents, and increased public transport capacity.

- Traffic congestion within the zone is down by 30% with 50,000 cars a day avoiding entering.
- Journeys within the zone are 14% quicker.
- Taxi movements increased by 30%.
- Cyclists increased by 30%.
- Accidents fell by 20%.
- An additional 900 buses have been introduced with 15,000 extra passengers using them in the rush hour.
- The £5 daily charge is paid by 110,000 motorists daily, and income is estimated at £68 million a year (half of the amount originally estimated).
- The mayor, if relected next year, intends to double the size of the zone.

- Transport for London, via Brian Richards

Web link: <http://www.tfl.gov.uk/tfl/cc_intro.shtml>.

Road Rage Hits Most Drivers

Nearly nine in ten UK drivers say they have been road rage victims at least once, a survey of drivers has found.

While 20% said they had experienced road rage more than ten times, more than 70% admitted committing the offence themselves, according to the study of Max Power readers aged 16 to 30 years old.

The latest statistics back up a recent Gallup poll which showed Britain was the leading country in the world for road rage, with 80.4% of UK drivers being victims of it.

"White van man," who has an image of being a regular road rage offender, was cited in 13% of incidents in the latest poll.

Of those who admitted committing road rage, three in five said they felt "fine" about it, adding that their victims "deserved it."

Only 14% showed any remorse and said their bad mood had affected their actions.

The most common action was gesticulating, while in one in seven cases victims faced an aggressor who got out of the car and physically or verbally abused them. Only 7% reported incidents to the police.

- BBC, August 13

advert

The Future Development of Air Traffic in the UK

Researcher P.E. Hart concludes there is not a convincing case for investing in any of the new runways or airports proposed by the Department for Transport (2002).

If air transport covered all its social costs by paying the same fuel taxes as other transport, air fares would increase and hence air traffic would decrease. The case for taxing air transport is so powerful that current international negotiations should lead to new charges on aviation.

Extensions of runway capacity, while traffic decreases, would lead to losses on investment. Private investors should not rely on a future government to cover such losses when present government policy excludes public funding of new airport capacity.

- World Transport Policy & Practice

Web link: <http://www.eco-logica.co.uk/WTPPhome.html>.

The Health Effects of Sprawl

An August 28 report from Smart Growth America and the Surface Transportation Policy Project presents the first US national study to show that people who live in areas marked by sprawl-style development tend to weigh more, are more likely to be obese and are more likely to suffer from high blood pressure.

- Surface Transportation Policy Project

Web link: <http://www.transact.org/report.asp?id=229>.

Americans' Attitudes Toward Walking

A new survey on attitudes toward walking finds that the American public wants to walk more places more often, and is willing to invest in making it possible.

Released April 1, poll shows that if given a choice between

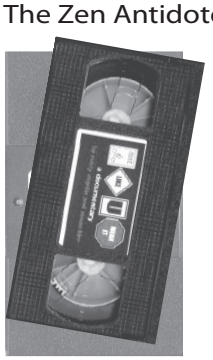
Book Reviews

Honku: The Zen Antidote to Road Rage

Aaron Naparstek, 2003, Villard Books, New York; ISBN 1-4000-6026-5

Aaron Naparstek's frustration was growing from inside his apartment in Brooklyn, New York, at the cars lining the street below, honking incessantly. He was filled with rage. He went to his refrigerator and retrieved eggs to use as ammunition against the sound. This calmed his rage temporarily – although it turned into a little fear of death threats from drivers. He then found in haiku a calm, methodical, seemingly rational come-back to the honks.

It was this experience that eventually brought a neighbourhood of people together against the honking vehicles, providing a sense of camaraderie in an area divided by cars. Naparstek posted a haiku, and then others started to appear. The neighbourhood reclaimed the spirit of the streets and sidewalks and began to connect with one another through haikus. The haikus kept rolling in and eventually, Naparstek compiled them in Honku: The Zen Antidote to Road Rage.



Everyone can relate... and after reading three lines with 17 syllables, not even the cell-phone-talking SUV honker will be offended – because even she can relate to the more than 100 haikus. Road rage is taking the auto age and America's car culture in a new direction. Naparstek's zen approach provides the antidote. Slow down, calm down, walk, ride a bike, stop honking.

Honku incites smiles, laughter, calm, and relaxation. - TB

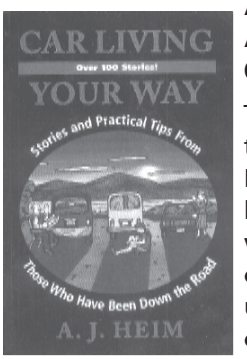
Bike Like U Mean It

Rusty Martin and Susan Kirr, 46 min., 2003
Conspiracy Films, Austin, TX; <runsarisk@aol.com>

Bike Like U Mean It is a snapshot of bicycle activism

Car Living Your Way

Stories and Practical Tips From Those Who Have Been Down the Road



A.J. Heim, 2001, Touchstone Adventures, Illinois; ISBN 0-9649573-3-7

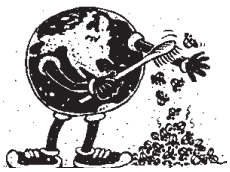
The first thought that came to mind when picking up Car Living was, "who would want to live in a car?" At Car Busters this would not be our residence of choice, but nonetheless I picked up the book and read it cover to cover. Through the sometimes repetitive pages I met a very diverse group of people for whom the car ranges from the first residential choice to the only option.

A.J. Heim's definition of Car Livers is so broad that almost everyone can be included: from those pulling over at a rest stop to doze, to college students sleeping in their cars on Spring Break, all the way to people who have lived in their cars for decades. Reading this book can prepare anyone for one night, a week, or years of living in a car. It is filled with practical tips on hygiene, eating, storage, parking/sleeping and economics. There are even tips on dumpster diving.

Car Living Your Way describes an entire group of people in an entertaining way, with descriptions of their lives through personal letters. Going beyond these descriptions, Heim also writes about travelling in general and the feelings of being in strange towns with strange people. The experiences that make these towns and people become familiar. It is also a book about simplifying and reducing material possessions so that everything can fit in a VW bug, a hatchback, or a van.

There are some generalisations in Car Living Your Way when it comes to the issues of community and sustainability. The external costs of automobiles and their associated

Resources



Books

The Little Driver

NEW!

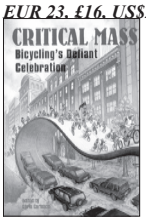
Martin Wagner, 2003, 56 pages
EUR 10, £7, US$10, AU$18, or CZK 250

Joe always dreamt of driving his own car. When his wish comes true and he takes his brand-new sports car for a spin through town and country, his adventures soon take a turn for the unexpected. A children's book for young and old, *The Little Driver* takes a fresh look at our obsession with cars through the eyes of a boy still young enough to take nothing for granted.

Critical Mass

NEW!

Bicycling's Defiant Celebration
Chris Carlsson, editor, 2002, 256 pages
EUR 23, £16, US$23, AU$40, or CZK 670



A pushy and irreverent collection of inkworthy social critique and optimistic celebration. Four dozen contributors document, define and drive home the beauty of a quiet ride with a thousand friends, the anarchy of grassroots inspiration, the melodrama of media coverage and the fight for the survival of our cities.

Ecocities

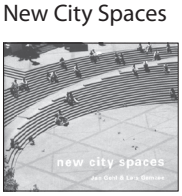
NEW!

Building Cities in Balance with Nature
Richard Register, 2002, 290 pages
EUR 20, £14, US$20, AU$35, or CZK 500

***Ecocities* outlines a compelling strategy of how to work towards a human habitat that is a boost rather than a drain to the planet's biodiversity. The book is written for planners, architects, environmentalists, activists and anyone who wants to be part of a creative and compassionate process.**

New City Spaces

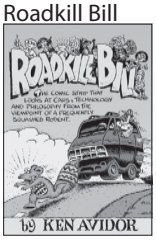
Jan Gehl and Lars Gemzøe, 2001, 263 pages
hardcover: EUR 55, £38, US$55, AU$95, or CZK 1,620



This beautiful, thoughtful and informative book details the development of public space and public life worldwide over the past 25 years. Through colour photos, text and diagrams, it highlights 39 public spaces in nine featured cities that have been won back from traffic. The nine cities are Barcelona, Lyon, Strasbourg, Freiburg and Copenhagen in Europe, Portland in North America, Curitiba and Cordoba in South America, and Melbourne in Australia.

Roadkill Bill

Ken Avidor, 2001, 108 pages
EUR 10, £7, US$10, AU$18, or CZK 150

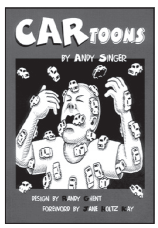


It's the comic strip that looks at cars, technology and philosophy from the viewpoint of a frequently squashed rodent. Here the wonderful, provocative, amusing and sometimes grue-some cartoons are collected

In a Hurry?
Order from <www.carbusters.org>.

CARtoons

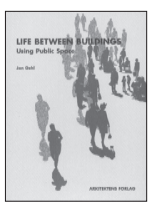
Andy Singer, 2001, 100 pages, optional CD-ROM contains high-resolution TIF images of all graphics
Book: EUR 10, £7, US$10, AU$18, or CZK 150
CD-ROM: EUR 4, £2.50, US$4, AU$8, or CZK 80



A personal and provocative look at our relationship with the car, from Ford's first assembly lines to today's "drive-through" society. Features seven pithy chapter texts and a compilation of hard-hitting quotations, plus 90 of Singer's infamous graphics (made available for free nonprofit reuse). *CARtoons* doesn't just take a bite out of car culture, it chews it up and spits it out.

Life Between Buildings

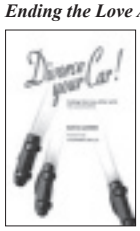
Jan Gehl, 2001, 202 pages, fourth English edition
EUR 20, £14, US$20, AU$35, or CZK 500



A classic is republished and revised. The best source for understanding how people use urban public spaces. Published in many languages since 1971, it is a standard textbook in architecture and planning schools, and continues to be the undisputed introduction to the interplay between public space design and social life.

Divorce Your Car

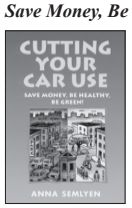
Ending the Love Affair With the Automobile
Katie Alvord, 2000, 320 pages
EUR 20, £14, US$20, AU$35, or CZK 500



***Divorce Your Car!* speaks to individuals, encouraging readers to change their own behaviour without waiting for broader social change. It provides all the reasons not to drive and the many carfree alternatives.**

Cutting Your Car Use

Save Money, Be Healthy, Be Green!
Anna Semlyen, 2000, 160 pages
EUR 10, £7, US$10, AU$18, or CZK 250



Britain's first personal traffic reduction guide. Packed with constructive, easy-to-follow, practical advice. For anyone who wants to cut their car use, or give up the car completely.

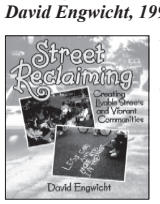
Carfree Cities

J.H. Crawford, 2000, 324 pages
hardcover: EUR 40, £28, US$40, AU$68, or CZK 1180
paperback: EUR 30, £21, US$30, AU$52, or CZK 885

An unapologetic argument for car-free cities combined with a detailed and well thought out plan, the book outlines a city structure carefully designed to minimise environmental impact and maximise quality of life. It gives practical suggestions for implementing Crawford's car-free design in new and existing cities.

Street Reclaiming

Creating Livable Streets and Vibrant Communities
David Engwicht, 1999, 207 pages
EUR 23, £16, US$23, AU$40, or CZK 670



***Street Reclaiming* not only celebrates the potential of our streets to become vibrant centres of culture and community once again—but also shows you how you can make it happen, whether you're a city official or a resident. A quantum leap**

Sustainability and Cities

Overcoming Automobile Dependence
Peter Newman and Jeff Kenworthy, 1999, 350 pages
EUR 46, £32, US$46, AU$80, or CZK 1350

The authors make the case that the essential character of a city's land use results from how it manages transport, and that only by reducing car dependence will we be able to successfully accommodate all elements of the sustainability agenda. Includes an updated survey of global cities that examines a range of sustainability factors and indicators, and, using a series of case studies, demonstrates how cities around the world are overcoming automobile dependence.

Alice in Underland

Wolfgang Zuckermann, 1999
EUR 10, £7, US$10, AU$18, or CZK 250

"A curious mixture of nonsense, social satire and surrealist fairy tale, which takes the classical Alice through the dreary landscape of suburban America." Entertaining and insightful.

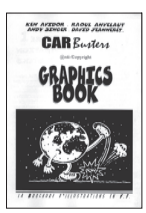
Wise Fool Basics

K. Ruby, Wise Fool, 1999, 96 pages
EUR 13, £9, US$13, AU$22 or CZK 375

Giant puppet building, street theatre tips, stilt-making…A fantastic book full of useful information and inspiration for making direct action imaginative, artistic and creative. Loads of diagrams and photos.

Car Busters Graphics Book

Car Busters, 1999, 44 pages
EUR 5, £3.50, US$5, AU$9, CZK 125



Our *Graphics Book* brings together some of the best graphics on file at Car Busters. Includes info on how to produce attractive fliers, posters, etc. The graphics can be reproduced freely for nonprofit purposes.

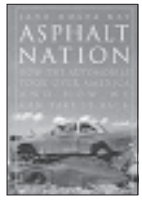
Direkte Aktionen oder Die kleine Blockadefibel

Anonymous, 1999, 52 pages, prices as above

Das Beste aus dem berühmt-berüchtigten Buch *Road Raging*. Hilfreiches für Protest-camps, Strassen-parties, Kran-blockaden, Car Walking, Subvertising, Informationen zu Rechtlichem und Gruppenprozessen.

Asphalt Nation

How the Automobile Took Over America and How We Can Take It Back
Jane Holtz Kay, 1998, 440 pages
EUR 23, £16, US$23, AU$40, or CZK 670



***Asphalt Nation* is a powerful examination of how the car has ravaged America's cities and landscape over the past 100 years, together with a compelling strategy for reversing our dependency. Demonstrating that there are economic, political, architectural, and personal solutions, Kay shows that radical change is entirely possible.**

Home from Nowhere

Remaking Our Everyday World for the 21st Century
James Howard Kunstler, 1998, 320 pages
EUR 17, £12, US$17, AU$29, or CZK 500

Kunstler offers a way back from the "tragic sprawlscape of cartoon architecture, junked cities, and ravaged country-side" that he described in *The Geography of Nowhere*. Kunstler calls for the restoration of traditional architecture, sensible urban design

Not finding what you're looking for?
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Direct Action Manual
Earth First!, 1998, 152 pages
EUR 6, £4, US$6, AU$10, or CZK 150

This is an almost comprehensive guide to direct action tactics developed by activists around the world. Lots of useful diagrams and illustrations.

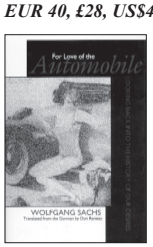
Bike Cult
The Ultimate Guide to Human-Powered Vehicles
David Perry, 1995, 570 pages
EUR 32, £22, US$32, AU$55, or CZK 935

Packed with pictures, this book is a complete guide to (and celebration of) cycling as transport, recreation, sport and way of life. Perry goes beyond just bikes and addresses HPVs of every kind—from bedrock to high-tech, from Leonardo to Schwinn, from rickshaws to rollerblades.

The Geography of Nowhere
James Howard Kunstler, 1994, 304 pages
EUR 17, £12, US$17, AU$29, or CZK 500

Explores and deplores the privatised suburban wasteland that makes up so much of North America today. Not the most technical book on the subject of sprawl, but certainly one of the most entertaining, passionate, readable and accessible. The predecessor to Kunstler's *Home from Nowhere*.

For Love of the Automobile
Looking Back Into the History of Our Desires
Wolfgang Sachs, 1992, 227 pages, hardcover
EUR 40, £28, US$40, AU$68, or CZK 1180

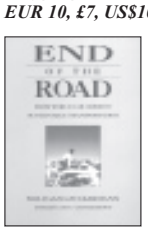


Far more than a means of transport, the car has become a cultural icon for our times. Examining the history of the automobile, Sachs shows how the car gave form to the dreams and desires embedded in modern society—for speed, independence, comfort, status and power—and reshaped our very notions of time and space, our individual and societal values, and our outlook on progress and the future.

Family Mouse Behind the Wheel
Wolfgang Zuckermann, 1992, 30 pages
hardcover: EUR 10, £7, US$10, AU$18, or CZK 250

This colourful book teaches children the problems of car culture through the eyes of a family of anthropomorphised forest mice, who decide to buy a car, build a road into their previously intact forest home, and eventually, create an urban hell. An eye-opener complete with the obligatory moralistic message.

The End of the Road
Wolfgang Zuckermann, 1991, 300 pages
EUR 10, £7, US$10, AU$18, or CZK 250



There are half a billion cars on the planet, and this book takes a long, hard look at the contrast between the image and the reality of this fact. Zuckermann offers 33 "ways out" of our car dependence, including pedestrianisation, alternative transport modes, restructuring public transport and rearranging our lives.

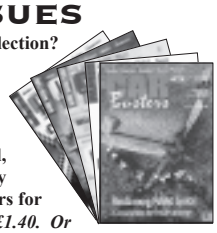
Shipping Included
in all listed prices.

"Freesources"

A growing selection of free texts available in several languages and file formats from <www.carbusters.org>:

- *Energy and Equity* by Ivan Illich
- *The Social Ideology of the Motorcar* by André Gorz
- *Hypermobility* by John Adams
- *The Secret History of Lead* by Jamie L. Kitman
- *American Ground Transport* by Bradford Snell
- *Time Pollution* by John Whitelegg
- *The Importance of the Car to the Modern Economy*
- *Depaving the World* by Richard Register
- *Road Raging: Top Tips for Wrecking Roadbuilding*
- *Evidence on the Effects of Road Capacity Reduction on Traffic Levels* by Phil Goodwin et al.

Car Busters Back Issues



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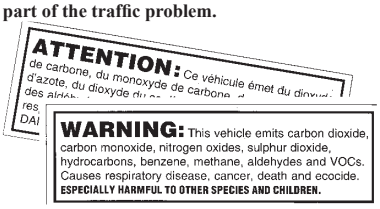
Stickers

"One Less Car" Bike Stickers
Available in Czech, Dutch, English, Finnish, French, German, Norwegian/Swedish/Danish, Polish, Romanian, Serbo-Croatian, Slovakian and Spanish. Sized for bike frames, water-resistant.
Ten stickers: EUR 2, £1.40, US$2, AU$3.50, or CZK 50

The famous "One Less Car" sticker has become multilingual. Show drivers that your bike is not a part of the traffic problem.


ATTENTION: Ce véhicule émet du dioxyde
WARNING: This vehicle emits carbon dioxide, carbon monoxide, nitrogen oxides, sulphur dioxide, hydrocarbons, benzene, methane, aldehydes and VOCs. Causes respiratory disease, cancer, death and ecocide.
ESPECIALLY HARMFUL TO OTHER SPECIES AND CHILDREN.

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Big hard-to-remove stickers for cars.
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Forty-six centimetres long. Bright red. These big glossy vinyl stickers are just the right size to go under the word "STOP" on stop signs. You can see them all over in Berkeley, California and

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***Distribution Orders** (5 or more copies): EUR/US$2 each or equivalent (you sell at EUR/US$4 and keep the difference). In Eastern Europe and*

Videos/Other

Autoschreck / Car-Fright
1994, Eng. and Ger. versions, PAL format
EUR 20, £12.50, US$20, AU$36, or CZK 600

The car is taking over the city. Michael Hartmann refuses to bow to them, refuses even to divert around the cars illegally parked on the pavement (sidewalk). *Autoschreck* is a documentary about a man discharged from a mental hospital for being perfectly normal. He was just giving the cars a taste of their own medicine.

We Are Traffic!
1999, 50 min., specify PAL or NTSC format
EUR 25, £17.50, US$25, AU$47, or CZK 735

A chronicle of the history and development of the "Critical Mass" bicycle movement from its beginnings in San Francisco in 1992 to its spread across the globe.

Return of the Scorcher
1992, 30 min., specify PAL or NTSC format
EUR 25, £17.50, US$25, AU$47, or CZK 735

A look at bike culture and lifestyles around the world with beautiful and inspiring scenes of bike use filmed in China, The Netherlands, Denmark and the USA.

MATE Booklet and Map
(Map of Activities on Transport in Europe)
A SEED Europe, 2000
EUR 7, £4, US$7, AU$12, CZK 200

A comprehensive guide to what is happening in the spider-like murky web of European transport including an overview of TENs

WORLD CARFREE NETWORK WORKS TO BUILD AND MAINTAIN THE GLOBAL CARFREE MOVEMENT. ITS PROJECTS AND PUBLICATIONS ASSIST PEOPLE AROUND THE WORLD TAKING ON CAR CULTURE AND PROMOTING ALTERNATIVE WAYS OF LIFE. WE AIM TO FACILITATE EXCHANGE AND COOPERATION AMONG ACTIVISTS AND CAMPAIGNERS, REACH OUT TO THE PUBLIC, INSPIRE NEW ACTIVISTS AND CHANGE THE WORLD.

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- PRINT AND ON-LINE RESOURCE CENTRE
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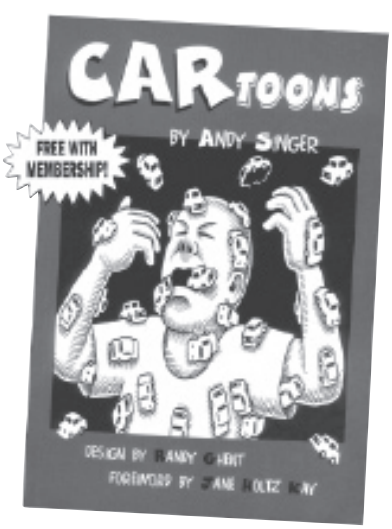

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* or the equivalent in AUD or CND. Cheques: Car Busters accepts US, French, British and Australian cheques. Credit card payments can be made on the Carbusters.org website. Other payment options are listed on p. 29.

ä World Carfree Network, Krátká 26, 100 00 Prague 10, Czech Republic - e-mail: info@worldcarfree.net - website: www.worldcarfree.net

Announcements

COP-9 Climate Conference in Milan: December 1-12

Milan will host the next round of Kyoto climate negotiations. In order to help the official delegates to do a good job, a Supreme Welcome Committee has been established in Milan.

The committee will give its brainstorming contribution to the conference by producing all sorts of anti-CO_2 urban actions, such as asphalt gardening, mass cycling and street reclaiming. The top of the climax will be reached on Saturday, December 6. You're invited to join in. For info: <cicloattivismo@libero.it>. A nice PDF flyer can be found here: <http://italy.indymedia.org/uploads/flyerchiodo2.pdf>.

Cities for People Conference in Copenhagen: June 9-11

Within the overall framework of the Walk21 conference series, the fifth Walk21 conference Cities for People will focus on research, case studies and experiences which takes integration of walking policies into a wider context.

Specifically the conference will focus on the day-to-day quality of life of citizens in the public spaces of cities and communities of all sizes.

Cities for People will bring together policy-makers, practitioners, decision-makers, NGO activists and academics from the fields of architecture, public health, transport and community planning.

For further information about participation please see <www.citiesforpeople.dk>. The deadline for submitting abstracts is December 8.

The conference is being organised by the Centre for Public Space Research and Walk21.

- Jan Gehl, Conference Coordinator

Bargain Basement

World Carfree Network Announcements

Network and Website Under Development

As you have hopefully already heard, the organisa-tion formerly known as Car Busters is transforming into World Carfree Network, with a more interna-tional, decentralised and participatory structure.

Before we are ready to have groups join the network as member organisations, we would like more input on the shape and direction of the nettwork as well as its mission statement and charter document. See the web page <www.worldcarfree.net/development.php>. By the way, that website is under construction (not yet officially launched – shhh!), so please have a look and let us know what you think.

Internships Available

Are you under 26 and from an EU country?

We at World Carfree Network are looking for two inspired individuals to join our team. One is an Assistant Conference Coordinator (based in Berlin, April–September 2004; see conference announcement at right). The second position is an Assistant Publications Editor (based in Prague, April 2004–March 2005). Both are funded by the European Voluntary Service Programme.

For the Berlin position, we're looking for a solid event organiser with good communication skills in English and German. For the Prague position, we're looking for someone with strong English writing and editing skills, knowledge of transport issues, a sense of humour, publication layout skills, and attention to detail. For more information, please contact us at <info@worldcarfree.net>.

Experienced Fundraiser Sought

World Carfree Network is seeking an experienced fundraiser with a proven track record to join our Prague-based team full- or half-time as soon as possible, for a year or more. Should be familiar with the funding programmes of the European Commission, Council of Europe and private foundations in Europe and abroad.

Commission-based wage (10-15% of funds raised, based on experience), plus start-up wage negotiable. Flexible hours and six weeks holiday.

Applicants should send a CV (resume) and letter of motivation/experience to <info@worldcarfree.

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